

NEWSPAPER CLIPPING
SCRAPBOOKS

AUGUST 1928 –
JUNE 1929

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FEBRUARY.

JULY.

SEPTEMBER.

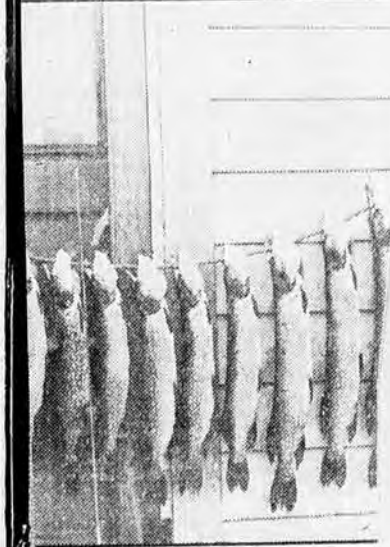
DECEMBER.

INVOICES.
ORDERS.
CLIPPINGS.
RECEIPTS.
SPECIAL.
AGENTS.
SAMPLES.
PERSONAL.
BANKS.
BILLS LADING.
LETTERS.
REPORTS.

TRADE MARK
K & T SCRAP BOOK
REG. U. S. PAT. OFF.

This Patent Book **K & T** 2873
IN FILLING this Scrap Book NEVER gum in papers,
etc., close to binding. Leave at LEAST ONE HALF
INCH from back of leaf.
To get a better result after gumming the paper or picture
on the leaves, STAND the book up on END, the leaves spread
apart so that the air can flow through and dry. This will pre-
vent MOULD, and the leaves will be less liable to wrinkle.
PAT. No. 471,276.

ROCHESTER DEMO
e Biting Well at Oklah



e biting at Oklahoma Flats, Iron
n hooks baited with chubs. La
nds in weight, which they lande
The others in the party were l
d the bay more than two feet h

BLUEBLOODS OF DOG WORLD AT SHOW HERE

Continued from Page 19
Best Bitch—Miss Sela of Holm
dale, Mrs. George Holme, Buffalo.
Reserve—Lady Regal, Mr. and M
Gust D. Bartz, Buffalo.
Best Winner—Upion Boy.
CHOW CHOWS
Best Dog—Blue Moon, Lawrence
Cohen, Buffalo.
Reserve—Jim Lee, Jr., Mr. a
Mrs. C. E. Hansen, Penn Yan.
Best Bitch—Nina C. Palmer, I
and Mrs. C. E. Hansen, Penn Yan.
Reserve—Yang Guy Wu, Mrs.
A. Van Nance, Rochester.
Best Winner—Blue Moon.
SCHNAUZERS
Best Dog—Max v. Waldhorn, M
Percy Thomas, Rome.
Reserve—Baron v. Richtofen, M
Snallage, Buffalo.
Best Bitch—Chantry Fraulen, C.
Whiting, Pittsford.
Best winner—Max v. Waldhorn.
BEAGLES
Best Dog—Model Swampy P
Jeanette Grome, Buffalo.
POINTERS
Best Dog—Denwood Seth, P.
Powell, Denton, N. C.
Reserve—Limestone Proct
Charles D. Curtin, Lackawanna.
Best Bitch—Denwood Rhonda,
H. Powell, Denton, N. C.
Reserve—Denwood Mona, P.
Powell, N. C.
Best Winner—Denwood Seth.
IRISH SETTERS
Best Dog—Fetridge's Pat, M
Francis D. Fetridge, Saratoga, Pa.
Reserve—Kreuger's First Choic
Frank H. Wetby, Hamburg.
Best Bitch—Delaware Cake, Ernc
W. Smoot, Washington, D. C.
Reserve—Southworth's Lady R
George Southworth, Rochester.
COLLIES
Best Dog—Laund Lefros of H
swing, Mr. and Mrs. William
Schwinger, Buffalo.
Reserve—Finger Lakes Blue M
Finger Lakes Kennels, Auburn.
Best Bitch—Bergamont Bellor
Bergamont Collie Kennels, Bennin
ton, Vt.
Reserve—Chum, Josephine
Lozon, Rochester.
Best Winner—Laund Lefros
Harswring.
GREAT DANES
Best Dog—Burke's Baron, Richa
Six, Cincinnati, O.
Reserve—Wolfe's Captain Bloo
Edward Harmons, Philadelphia, P
Best Bitch, Chikka von Lohelan

Seen a

Continue
days, were denied liquids.
"Give 'em milk," said Pete,
to him."
The orders were carried on
poison that had been lying
poultices of permanganate of
that he had devised himself and
occasions. In five days Mr. Po

Tel. Main 900

City To Seek C Story Says State Will Be Asked For Insurance Rate Cut

Request of State Board of Underwriters
Will Be Made as Soon as New 'Zoning'
Ordinance Is Passed by Council,
City Manager Says.

Reduction of the basic insurance rate which Roches-
ter property owners have been compelled to pay for years,
and which the city considers higher than justified, will be
sought soon from the State Board of Insurance Under-
writers.

Stephen B. Story, city manager, said today the city administration proposes to ask for a re-survey of the city by the underwriters as soon as the new zoning ordinance is passed by the council. The building code involved in this ordinance, he believes, should be a factor towards reducing the rate. Rochester's basic rate is 18 cents per \$1,000 property valuation, and has stood at that level since the last underwriters' survey made in 1922.

No Change Since Old Survey
The city manager points out when the old survey was made, a large portion of the Rochester fire department was still operating with horse-drawn apparatus. When it was completely motorized, no change in the rate was allowed. A new running book is soon to be provided for operating the fire department, modernizing it to a great degree, and this, too, should help to secure a reduction from the 18-cent rate, it is thought.

CITY PROBATION DEPARTMENT IS UNDER ATTACK

16-Year-Old Mental De-
fective Held at Jail
Wrongly, Defender In-
forms Judge Wilder.

Criticism of the city probation department for laxity in causing the detention of a 16-year-old mental defective at the jail since April 29, was made today by Leo T. Minton, public defender. Direct attack was made on Thomas Salter, temporary assistant probation officer working in City Court. The boy is still in jail. Joseph Novack of 145 Syke Street was incarcerated April 29 for violating his parole, having been convicted of being a wayward minor. Mr. Minton entered a plea of not guilty for him and requested a mental examination as soon as possible.

Agitation has been going on in the city government for a year or more towards lowering the rate. Smaller cities in the state have petitioned for reduction and some have been successful, but Rochester has been unaffected.

The fact that in 1928 Rochester stood second in the United States among cities with low fire losses, and also the effective work of the newly established fire prevention bureau are cited by George J. Nier, commissioner of public safety, as reasons why Rochester is justified in asking for a new survey.

Basic Rate 18 Cents
The basic 18 cents is the minimum rate which applies in Rochester, for modern fireproof structures and compliance with all regulations of the underwriters. In most cases, additions are made to this rate for what the underwriters deem to be hazards.

WILSON RECOVERED

Chronicle

15, 1929

Day of

LILAC WEEK
DESIGNATED
MAY 19 TO 26

One of Finest Features of
Park System Will Be
Widely Advertised

CALL ISSUED BY MAYOR

Signs and Radio Addresses
Will Direct Attention to
Highland Park Display

With the lilac display at Highland Park regarded as one of the most noteworthy features of the Rochester park system, attracting thousands of people to the city, a plan is under way this year to stimulate even greater interest.

City officials, in conjunction with the Chamber of Commerce, are co-operating, and this year the display will be advertised for the entire week, beginning next Sunday. In previous years there has been the Lilac Sunday demonstration, and this year there will be Lilac Week.

Mayor Issues Proclamation

Mayor Joseph C. Wilson yesterday afternoon issued a proclamation on Lilac Week, requesting the co-operation of the citizens in making it an outstanding event. City Manager Steph A. B. Story, George J. Nier, commissioner of public safety, who has general supervision of the parks, and Charles B. Raitt, director of parks, are working to make the affair a success. Each night of the week Director Raitt will give a talk on lilacs, broadcast by Station WHAM, and the Chamber of Commerce, through its retail council and convention bureau, supporting the movement will erect nearly one hundred signs directing people to Highland Park. Lilacs will be displayed in a number of downtown stores.

Scores of letters are received by the city officials each year requesting information as to when the lilacs will be in bloom, and it is expected that thousands of people will be attracted to the city. Mayor Wilson said that the display is one of which every citizen may be proud.

Following is his proclamation:

"Rochester has developed a matchless collection of lilacs, comprising over 384 varieties and occupying eight acres in Highland Park. Since the number of persons who visited the park on Lilac Sunday in past years could not be conveniently accommodated in one day, I suggest that the week of May 19 to May 26, 1929, be designated as Lilac Week.

"I urge our citizens to view the lilacs during that week and to invite their friends in other cities to come here for the same purposes. I also ask that posters, window displays, and other means of publicity be used to disseminate knowledge of Lilac Week and spread the fame of this beautiful civic possession."

Lilac Sunday has been observed each year at Highland Park since May 27, 1906. Because of the variation in seasons, the day has been as early as May 8, and as late as June 9. On three years, 1913, 1915, and 1925, two successive Sundays were observed as Lilac Sunday, as follows: 1913, May 11 and 18; 1915, May 16 and 23; 1925, May 24 and 31.

Corns Cost Nation \$100,000,000 a Year

Boston—(AP)—Corns and callouses cost the country something like \$100,000,000 each year in reduced personal efficiency, according to Dr. M. S. Harmolin, president of the National Association of Chiropodists.

"There may be a pair of perfect feet in this nation but we doubt

it," he said. "At least we were unable to find a pair that closely approximated the anatomically normal foot in an exhaustive survey of the nation's feet that included reports of hundreds of public clinics in city and town, kindergarten and college, markets of trade and great industrial plants the country over."

Modern methods of living increased liability to foot ills, he declared.

\$1000.00
A Week

for silver-tongued orators!

Investigate
Before You Invest
Phone Main 546

Before you give any one your money in investment in anything you know little about, consult us and we will give you the facts. This service is free.

ROCHESTER CHAMBER OF COMMERCE

EDWA

More Than Just Hardu

Mr. Salter said he believed the police were to make arrangements for the case. Mr. Salter said he believed the police were to make arrangements for the case. Mr. Salter said he believed the police were to make arrangements for the case.

Tel. Main 90

RIGHT TURN IN STREETS DISCUSSED

Rochester One of Few Cities
That Maintain It, Says
Dr. Miller McClintock

TALKS ON REGULATION

Harvard Specialist Brings
Chamber Information on
Traffic Tendencies

Prohibition of right and left turns at three intersections in Main Street is one of Rochester's great problems at present, Dr. Miller McClintock, director of the Erskine Bureau of Traffic Research at Harvard University, said yesterday at the Chamber of Commerce. Rochester is one of the few cities in the United States with a traffic regulation banning right hand turns, he said.

Dr. McClintock emphasized the fact that he had made no complete study of Rochester's needs and had no ready solutions to offer to the problems. His appearance in Rochester, he said, was primarily to tell how other cities are meeting similar problems.

Shifts Problem

"There is at present in American cities a tendency toward elimination of traffic obstacles," he said. "Abolition, in my opinion, merely shifts the problem to another point, and must sooner or later be met."

There are two reasons for traffic regulation, the speaker pointed out: Safety and business. Both, he said, are accurately measurable. There is a growing tendency on the part of American cities to provide the agencies of government with more facts on which to base traffic rules and regulations. Twelve cities now have traffic commissions which are constantly drafting regulations to provide greater safety and greater freedom from congestion.

Economic Aspects Great

"The economic aspects of the traffic problem are great," he said. No business stops at the property line. It extends into every street and highway. Those streets and highways must be made to serve business well.

"Traffic regulation has a definite bearing on profits and losses in the movement of commodities. Some of our surveys have shown that local cartage between the time that goods arrive at the railroad terminal and the time they reach the consumer equals from 50 to 100 per cent of the entire freight charges. This burden on the business house is a substantial one."

"There is likewise a definite bearing on property values. If congestion reaches a point where it is difficult for people to reach a store, that store becomes less attractive to those people, and they go elsewhere. The property value of the store lessens while the district of supply moves to another point. Large districts in some cities have moved. Those districts have become dead areas left stranded because they are no longer accessible. The whole economic structure of the community is herein involved."

Dr. McClintock characterized this tendency toward decentralization as abnormal and stated that with proper study of a community's needs, decentralization should not be necessary. "This tendency seems to me to be economically very undesirable," he said.

SUSPENSION ORDER GOES INTO EFFECT

Patrolmen Yurgealitis and
Albert Bryan Maintain
Their Innocence

THEIR CAR IDENTIFIED

Bombs Hurlled at Precinct
Stations and at Place
in Prospect Street

The suspension of Patrolmen Albert Bryan, 21 Laser Street, and John Yurgealitis, Jr., 660 Norton Street, both attached to the Bronson Avenue station, was ordered yesterday afternoon by George J. Nier, commissioner of public safety, for the alleged complicity of the officers with attempts to explode heavy fireworks bombs at two precinct stations and the explosion of another bomb in Prospect Street early yesterday morning. At the conclusion last night of 26 hours of investigation Chief Andrew J. Kavanaugh announced that he will file with Commissioner Nier today charges of conduct unbecoming an officer against both patrolmen and if the evidence warranted criminal action it would be taken against the men.

Both Deny Bombings

During the investigation both men denied any connection with the bombing, although Chief Kavanaugh declares that the evidence points directly to their guilt. He made a partial report to Commissioner Nier and the suspension order followed. He will confer this morning with the commissioner after which the formal charges will be preferred.

At the conclusion of the investigation, despite the claims of the men that they spent the evening at the home of a friend in Jefferson Avenue, Chief Kavanaugh declared that he has obtained formal statements of three citizen witnesses to substantiate the bombs were regarded as such, or as fire crackers.

Will Weed Out Weaklings

The immediate steps will be to press charges of conduct unbecoming an officer, Commissioner Nier said that the "great majority of the members of the police department are law abiding, self-respecting citizens of the highest type and that it is unfortunate that the escapades of a few should reflect discredit on the whole department. He said that the bureau as a whole has the confidence of the people in the community, and even though the law of averages among all human beings would indicate that a few didn't come up to the highest standard he would weed out the few weaklings, where there were infractions of regulations, until the force attains as near 100 per cent as it is possible to make it." He added that he had the co-operation of all the substantial members of the department, officers and men alike, in trying to obtain this goal, and any infractions will be investigated and prosecuted with the greatest vigor.

Attempted to Resign

Bryan is reported to have attempted to resign after being taken to police headquarters yesterday morning, but his resignation was refused by Chief Kavanaugh. Police officials say he offered to resign on two previous occasions within the past year, although in neither case was his action the result of misconduct.

Commissioner Nier with Chief Kavanaugh, Inspector Henry Copenhagen and Captain George Steinmiller, in charge of the investigation, said last night that it was considered extremely fortunate no one had been injured in the explosion of two of the bombs and the near explosion of two others. He explained two of the missiles that had been retrieved after they were found with a sputtering fuse in the

garage in the rear of police headquarters.

Two men fled in the darkness at the time and were fired on by Special Policemen Jacob Roberts who with Turnkey Joseph Holenstein had stamped out the burning fuses just in time to prevent the bombs exploding. The fugitives escaped in an automobile without being identified.

Antonelli said the bombs were of the type used as "firecracker bombs" at open air celebrations and could have caused no great harm unless some person was near them at the time they exploded. In that case serious or even fatal injuries may have resulted, he informed police. He was unable to state where they had been obtained.

The bombings took place within four hours, the first occurring shortly before 10 o'clock when one of the missiles exploded directly in front of the door of the Stulton Street Station in Charlotte. A woman sitting in a parked automobile nearby obtained the last four numbers of the license plate of the roadster from which the bomb was hurled and gave the information to police.

Stamped Out Fuses

Shortly after midnight, Turnkey Holenstein and Special Policemen Roberts, who were sitting in the office of the headquarters garage, heard the garage doors open. Two men, from which lighted missiles were spattering, were placed on the floor.

Both policemen ran to the spot and Holenstein stamped out the fuses and then joined Roberts in Lane Alley, on which the garage doors open. Two men in civilian clothes were seen running through a parking station towards Fitzhugh Street. The policemen gave chase. Roberts drawing his service revolver and firing at the fugitives. At Troup Street the fleeing pair jumped into a roadster and sped away. The description of the car tallied with that of the one seen at the Stulton Street Station.

Less than two hours later a bomb was exploded in front of 18 Prospect Street just as a roadster, the description of which checked with that obtained by police in the first two attempted bombings, sped away.

Policeman James Baxter of the Bronson Avenue Station heard the explosion at Main Street West and Canal Street and ran to the scene. He found two youths in a parked

car and demanded what the trouble was.

"There's the car down there with the fellows who threw the bomb," they were said to have declared.

Baxter jumped on the running board of the youths' car and ordered them to follow. The chase led at a fast rate of speed back through the downtown section to Main Street East and St. Paul Street, where the car the youths pointed out was overtaken.

When Baxter came up to the machine he found it was Bryan and Yurgealitis, two men from his own precinct, he reported to his superiors. He declared he believed the youths in their excitement must have made a mistake and returned to the scene of the explosion.

Checking Evidence

By this time Chief Kavanaugh and Inspector Copenhagen had been called out and were heading a city-wide search for the bombers. A short time later Detective Claessens and Policeman Albright, armed with a description of the bombers cars, stopped Bryan and Yurgealitis in North Street, but like Baxter were unable to believe the two policemen guilty of the affair. Like Baxter they reported the coincidence to their superiors.

With this information and that furnished by the citizen-witnesses the two policemen were ordered taken into custody. They were found and taken to Police Headquarters at 5 o'clock in the morning when the investigation began. Both have been suspended by Chief Kavanaugh while police officials last night continued to check the alleged evidence against them, which is to be presented to Commissioner Nier today.

M'SWENEY TO BE G. O. P. CANDIDATE

A political leader bold enough to be in advance of his army was found today, outstanding in a maze of preparations for Rochester's first nonpartisan primary next September.

Leo A. MacSweeney, erstwhile Republican insurgent organizer, announced he would be a candidate for councilman-at-large in the nonpartisan primary—or any other kind of primary—in September, to qualify for the November election.

This announcement in a considerable measure explained the "M. & M. Social Club," which already claims 1,100 members at three dollars per member.

TO RE-ENTER FOLD

By the time the field is well stocked with councilmanic candidates, it is expected Mr. MacSweeney will be re-established as a Republican regular, amenable to the dictates of Harry J. Bareham, county chairman.

But Mr. MacSweeney would not commit himself to participation in any such a program for the present. "This is to be a wide open primary," he said, "and a fine place to settle a lot of differences which should be settled with the controlling forces of the present city government. I am preparing to enter the field of candidates for councilman-at-large. And you may add that I am not concerned in any other candidacy."

A report that Mortimer Miller, who, with Mr. MacSweeney, directed the political program of the Republican insurgents which elected the present group in control of the City Council, would also be a candidate, was emphatically denied. Mr. Miller said:

"I am not going to be a candidate for anything."

NEW MOVE TALKED

Report of group meetings in the Sixth and Twelfth Wards to get a new city manager combination in the field to oppose activity by the Republican organization did not connect Mr. Miller with the independent movement. Most of those said to be active were not rated as politicians of experience.

Walter L. Todd of the Todd Company was mentioned as ready to lead a city manager government group, but when asked about it, he said:

"I am not to lead anything of the kind and don't know anything about the situation."

Another report was that through a compromise of Mayor Wilson and Isaac Adler, vice mayor, with Harry J. Bareham, Republican county leader, a primary contest would be avoided, with the Republican organization to agree to support Mayor Wilson and Vice Mayor Adler, and possibly ditch Harry C. Goodwin, the only councilman at large who has announced his candidacy for renomination, and Edward P. Flynn.

Just where Councilmen Goodwin and Flynn would finish, with such a program on foot, was in doubt. There was a report that Mr. Flynn might not seek another term. He said he had given nobody an indication as to his probable course and would not for some time.

GOODWIN TO FIGHT

But Mr. Goodwin declared he was ready to battle the group which he has stood by within the council, if need be, and did not appear perturbed when told that a compromise program with the Republican organization, designed to sidetrack his ambitions, was in the making.

"Possibly so," he said, "but I may have something to say about being dropped. I may even go so far as to drop those who would drop me. No combination of members of the Council who will seek re-election, no combination of insurgents, regulars, Democrats or what-nots, can prevent

"I believe that Mr. Story and his department heads have made good. I am for the plan, and for Mr. Story and his department heads."

Insurgent Head Denies He Plans To Run In Fall

Has No Present Intention of Becoming Candidate For Any Public Office, MacSweeney Says, and Chances He Will Seek Seat Are Thousand to One.

After rumor to that effect had been widely circulated, Leo A. MacSweeney, former insurgent Republican leader, this afternoon denied he had any present intention of running for councilman-at-large in the fall primary.

Mr. MacSweeney's formal statement reads: "I have no present intention of being a candidate for councilman, or for that matter, any public office. Also I wish to make it clear

Won't Seek Nomination



Leo A. MacSweeney

The current report was that the M. & M. Club recently formed was to forward Mr. MacSweeney's candidacy. He was named treasurer of the club, which is said to have enrolled 1,100 members.

Rumors that Charles W. Miller, of 196 Woodbine Avenue, ally of MacSweeney in leading the Republican insurgents, might also seek a place in City Council were stoutly denied today by him. Mr. Miller was instrumental in forming the M. & M. Club.

Mr. MacSweeney said: "The chances I will run for office of councilman are a thousand to one. He intimated he might be in close alignment with heretofore in the coming election with the Republican organization and Harry J. Barham, county chairman.

It has been hinted Walter L. Todd of the Todd Photograph Company, might head the insurgent manager group this year but he denied it today, saying he would have no active part in politics.

Meanwhile other reports were that a fusion was being effected in the Republican organization where by that group would support Mayor Joseph C. Wilson and Vice Mayor Isaac Adler, and drop Councilman Harry C. Goodwin and Edward P. Flynn from its lists. Harry J. Barham, Republican county chairman, would say nothing definite concerning the report, though he intimated overtures have been made.

Goodwin would fight. Councilman Flynn, was noncommittal concerning a rumor he might voluntarily withdraw from candidacy for re-nomination. Councilman Goodwin, however, was more emphatic than ever in stating he would run independently. If need be, and would fight the opposing group to the last ditch.

"If anybody drops me," he said, "I may be dropping somebody myself."

He said he has enough support pledged already to insure the circulation of his petitions and his place on the primary ticket. Goodwin promises to go before the people as an independent man, not playing politics, and conducting his campaign as he has conducted his office in the council.

The only comment of Mr. Goodwin, when informed of Mr. MacSweeney's intention, was: "That's his privilege."

Beyond remarking that the candidacy is "very interesting," Vice-Mayor Isaac Adler would make no comment on Mr. MacSweeney's announcement. Regarding a report of compromise, whereby he and Mayor Wilson would receive organization support, he asserted he had absolutely no knowledge of any such agreement and has not been approached concerning the matter.

Harry J. Barham, chairman of the Republican County Committee, said he had not heard before of Mr. MacSweeney's intention, and declined to comment upon it.

Harry J. Barham, Republican county leader, when asked about the report, said:

"I don't know anything about it and I doubt very much that Mr. MacSweeney wants to run for councilman. As for my endorsement or the endorsement of the Republican county organization, no candidates have our endorsement being political, there will be no politics in it if I have anything to do with it."



Residents of Cady Street were today organizing to present a formal protest to city executives against a condition growing out of the storage of rubbish on a lot directly across from No. 176.

CADY ST. FOLK SIGN PETITION ON UNTIDY LOT

Incensed Neighborhood Protests Failure of City To Compel Owner To Make Property Sightly.

Residents of Cady Street, incensed by the condition of a lot in the street which they charged, was being used as a private dumping ground by the owner, were circulating a petition today in protest against failure of the city to compel the owner to put the property in presentable shape.

The lot complained of is opposite 176 Cady Street. It is said to be owned by John Bianchi, mason contractor. Last winter he endeavored to obtain a permit to build a cement block factory on the property but residents of the street filed a remonstrance and no action has been taken since in the matter. It is alleged that Bianchi has made no effort to clean up the place despite complaints to the public safety department.

Second Petrossi Trial In Next Court Term Is Planned By Love

Contractor Again to Be Tried on Charges Made by State—Thomas Trimble, Former City Inspector, Is Subpoenaed to Testify on June 3.

A second trial of John Petrossi, wealthy contractor, indicted for bribery in connection with the execution of the Jersey Street paving last year, will be held at the next criminal term of County Court, District Attorney William F. Love announced today.

Another development in the Petrossi case, revealed today, is that Thomas A. Trimble, former city inspector, who threatened to exercise his right of privilege and refuse to testify at a second trial, has been subpoenaed as a state witness to be prepared to testify June 3.

Trimble, who said he was humiliated at the first trial and believed he had done his duty, was one of the inspectors who admitted passing slips for loads of asphalt which never left the Petrossi plant. At the first trial he likewise testified he added extra weight to some of the loads of asphalt which were delivered to Jersey Street. He has been granted immunity.

TRAFFIC PLAN SEEN UNLIKELY

That Rochester would have a thorough traffic survey following the visit of Dr. Miller McClintock, director of the Erskine Traffic Bureau of Harvard University, appeared unlikely today, at least not at the city's expense.

City officials who heard him speak to business and engineering groups at the Chamber of Commerce, recommending a thorough survey to decide whether the city is right or wrong in having right and left turns at three Main Street intersections, said the city's traffic problems might be solved by the city plan now under way.

Should the business groups be prepared to finance a survey, as other cities had done, city officials said they would co-operate. These groups took no action after hearing Doctor McClintock.

City officials attending the McClintock lecture included City Manager Story, Safety Commissioner Nier, Mayor Wilson, Vice Mayor Adler and Police Chief Kavanaugh. Questions were asked by Roland B. Woodward, Gilbert J. C. McCurdy, Herbert W. Bramley, Daniel N. Calkins and Maurice Esser, all of the Chamber of Commerce.

WANTS CITY TO COLLECT UNPAID BILLS

Tenth Warder Seeks Action at the Meeting of the Common Council

ZONING DEFERRED

East Avenue Question Will Come up at Next Meeting

Last Monday night's meeting of the Common Council resulted in the loss of one advocate at least of the city manager form of government when Frederick R. Jutsum of the Tenth Ward charged City Manager Story and his official family with being lax in various matters relating to the city. Mr. Jutsum attended the meeting of the Council armed with a letter to the members which he read personally.

This letter charged the city officials with being negligent in the matter of collecting \$500,000 from the New York State Railways which is owed the city for unpaid paving bills. The Tenth Warder further brought out that with interest charges the total sum would reach \$1,000,000. And to make as deep an impression as possible upon the Council, Mr. Jutsum called upon the city to prosecute a court action before six years ago for a reappraisal of the New York State Railways.

Mr. Jutsum's letter added a touch of color to an otherwise ordinary meeting of the Council. No official action was taken on the letter, but Mr. Jutsum at least had the satisfaction of knowing that he voiced his objections to what he termed a failing of the present city government. In closing, Mr. Jutsum asked for an investigation of the arrangements under which the Rochester Exposition uses Edgerton Park.

Defer Zoning Action

Action on the new zoning ordinance opening East Avenue to apartment houses was deferred in spite of protests. There were two reasons for this. First, Eugene J. Dwyer, representing interests that would construct an apartment house at Arnold Park and East Avenue, telegraphed from New York asking that action be deferred one week to permit further argument against continuing restrictions within the East Avenue zone to one and two-family residences.

The second reason was that the Council did not have the strength to defeat the original provisions of the zoning code, which would have opened East Avenue to apartment houses. Five votes were ready to be recorded against further restricting of East Avenue, and they would have won out for the new zoning code. The five were Councilmen Adler, Guzzetta, Milne, Durman and Goodwin.

When it became known that five votes were in favor of the new zoning code, friends of the East Avenue property owners immediately favored deferring action on the ordinance until next Monday night. This will allow Mr. Dwyer to advance further arguments against the restrictions.

Streets. It was proposed to have the property owners pay 69 per cent of the total cost, estimated to be about \$67,000, with the remaining 31 per cent to be paid by the city at large.

The property owners, through their spokesman, William H. Gragen, said they were willing to pay half the cost. The railway company, they believe, should not be permitted to abandon their tracks and the property owners be asked to pay the cost. The railway com-

pany, it was added, was responsible for the present condition of the pavement in Mt. Hope Avenue, and if it were not for the street cars, the pavement would not now need resurfacing. Mr. Gragen was upheld by William C. Barry and other property owners in Mt. Hope Avenue. The protests also included the substituting of busses for the Exchange Street-Mt. Hope Avenue trolley line. No opposition was offered regarding the substituting of busses for trolley service in Plymouth Avenue or for permitting the Rochester, Lockport and Buffalo Coach Lines to use Lyell Avenue with a bus service that eventually will supplant trolley service to Buffalo. Hearings on all these proposals will again be held next Monday.

The proposed widening of Blossom Road at an estimated cost of \$100,000 met with such opposition that it was decided to hold a special hearing tomorrow night in the Council rooms at 7:30 to go further into this subject.

Several improvement ordinances were passed which covered the Crossfield Road sewers, walks and grading at \$35,000; Sheppard Street concrete pavement, \$2,750, and Byers Court concrete pavement, \$1,600. City Manager Story submitted ordinance estimates for local improvements furnished by Commissioner of Public Works Harold W. Baker as follows:

Drexmore Road asphalt pavement, sewers and walks, \$11,000; Carling Road asphalt pavement, \$36,000; Emerson Park cinder pavement, \$2,100; Laurel Street concrete pavement, \$9,700; Elmwood Avenue asphalt pavement, walks and grading, \$39,000.

Other matters which came up before the Council follow: Ordinance adopted fixing compensation of Metcalf & Eddy for services relating to the sewage survey and for compensation of Frank P. McKibben for engineering survey in connection with Smith Street bridge; several land purchases approved; authorized Commissioner Baker to sell garbage grease without competitive bidding, and heard objections to extension of Whittier Street.

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Mindful of the fact that accusations do not always constitute guilt, citizens will suspend judgment until all the facts are in in the present case. Coming on top of other cases of loose discipline in the department, however, it cannot fail to focus attention on the police and to cause citizens to wonder where the trouble lies. If the morale of the department is low, there is no better time than now to stiffen it by such means as may be necessary.

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But policemen do not indulge in bomb-throwing joy rides, they do not dig up shrubs from public parks, they do not get drunk while on duty, they do not spend their time when supposed to be on duty in gossiping with civilians, unless they are either totally miscast for their jobs or else feel that they can do these things with impunity. Whichever is the correct explanation, the duty of the heads of departments is clear.

City Seeking Ways To Speed Acquisition Of Necessary Lands

Completion of Many Improvements Initiated Long Ago Delayed by Necessity of Condemnation—Methods Followed Elsewhere Being Considered.

By Alice E. K. Wood

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Few Rochesterians realize, it was pointed out, the large percentage occupied in the cost of public improvements by the acquisition of real estate for those improvements. Nor do they realize the time it takes to obtain this real estate under the present system, it was said.

As an example of the difficulties, Mr. Allen pointed out that under an ordinance passed in 1925 for the widening of one side of Stillson Street from Grove Street to University Avenue—a long city block—acquisition of real estate was just completed last month. It cost the city \$157,330. After four years, the city authorities can actually go ahead with the widening of the street. In this case the land was purchased by the city without zoning, through the process of condemnation, it was pointed out, and if the latter had been resorted to it would have taken much longer and probably have been more expensive. There are countless similar cases.

Corps of Attorneys Necessary. In the city officials' study it was found that in one city the real estate division had a corps of attorneys from the corporation counsel's office devoting all their time to condemnation proceedings, so in order that this work might be expedited and unnecessary delays eliminated.

While if this were done here it would speed up improvements considerably, Mr. Allen pointed out, the problem would still remain of the excessive amounts of money which the city pays under condemnation proceedings. To remedy this situation, it was found that a number of cities had done so things.

One was to find out the price paid for the property concerned and that surrounding it when last purchased. If the transactions had taken place only a few months or a year or so before the city desired the land, it would seem reasonable to suppose it had not increased greatly in value since that time, it was pointed out.

Use Really Board Appraisal. A second remedy taken by some cities is to try to persuade residents whose property the city wants to accept the valuation placed on it by the city Real Estate Board without going through the expensive proceeding of condemnation. In Toledo this system has worked very well. Mr. Allen was told, and has greatly reduced the amount of condemnation.

Mr. Allen emphasized the need of finding some solution for the city's real estate difficulties of this kind as there are still uncompleted.

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The county prosecutor declared that a clear cut decision on the constitutional rights of a witness probably would be obtained in the trial. Trimble, in the first trial, admitted he made out slips for numerous loads of asphalt, and that he accepted money from Petrossi, September 8, three days before the contractor is alleged to have given \$50 to Edward J. Lynd, another city inspector, for signing slips for undelivered paving materials to a job in Jersey Street last June.

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FREIGHT HAULS IN SUBWAY SET NEW HIGH MARK

382 Cars Moved in April as Compared to 289 in March, Report Shows—151,282 Passengers.

Optimism for the future of freight operations in the subway was voiced today following the report that last month the freight cars moved came within 48 of the monthly estimate for the first year's operation.

In April 382 cars were moved compared with 289 in March.

This is by far the largest number in any month since freight operations were started last September. Movement of freight cars is generally expected to bring the city its greatest return on its subway investment.

In April 151,282 passengers were carried on the subway as compared to 139,120 in March, which had one more day.

Insurgent Head Denies He Plans To Run In Fall

Has No Present Intention of Becoming Candidate For Any Public Office, MacSweeney Says, and Chances He Will Seek Seat Are Thousand to One.

After rumor to that effect had been widely circulated, Leo A. MacSweeney, former insurgent Republican leader, this afternoon denied he had any present intention of running for councilman-at-large in the fall primary.

Mr. MacSweeney's formal statement, that the M. & M. Club is purely a social organization, and will take no part in politics as an organization.

The current report was that the M. & M. Club recently formed, was to forward Mr. MacSweeney's candidacy. He was named treasurer of the club, which is said to have enrolled 1,100 members.

Rumors that Charles W. Miller, of 196 Woodbine Avenue, ally of MacSweeney in leading the Republican insurgents, might also seek a place in City Council were stoutly denied today by him. Mr. Miller was instrumental in forming the M. & M. Club.

Mr. MacSweeney said: "The chances I will run for office of councilman are a thousand to one. He intimated he might be in closer alignment than heretofore in the coming election with the Republican organization and Harry J. Braham, county chairman.

It has been hinted, Walter L. Todd of the Todd Photographic Company, might head the city manager group this year but he denied it today, saying he would have no active part in politics.

Meanwhile other reports were that a fusion was being effected in the Republican organization whereby that group would support Mayor Joseph C. Wilson and Vice-Mayor Isaac Adler, and drop Councilman Harry C. Goodwin and Edward P. Flynn from its lists. Harry J. Braham, Republican county chairman, would say nothing definite concerning the report, though he intimated overtures have been made.

Goodwin would fight. Councilman Flynn was noncommittal concerning a rumor he might voluntarily withdraw from candidacy for re-nomination. Councilman Goodwin, however, was more emphatic than ever in reiterating he would run independently, if need be, and would fight the opposing group to the last ditch.

"If anybody drops me," he said, "I may be dropping somebody myself."

He said he has enough support pledged already to insure the circulation of his petitions and his place on the primary ticket. Goodwin promises to go before the people as an independent man, not playing politics, and conducting his campaign as he has conducted his office in the council.

The only comment of Mr. Goodwin, when informed of Mr. MacSweeney's intention, was: "That's his privilege."

Beyond remarking that the candidacy is "very interesting," Vice-Mayor Isaac Adler would make no comment on Mr. MacSweeney's announcement.

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Residents of Cady Street were today organizing to present a formal protest to city executives against a condition growing out of the storage of rubbish on a lot directly across from No. 176.

CADY ST. FOLK SIGN PETITION ON UNTIDY LOT

Incensed Neighborhood Protests Failure of City To Compel Owner To Make Property Sightly.

Residents of Cady Street, incensed by the condition of a lot in the street which they charged, was being used as a private dumping ground by the owner, were circulating a petition today in protest against failure of the city to compel the owner to put the property in presentable shape.

The lot complained of is opposite 176 Cady Street. It is said to be owned by John Bianchi, mason contractor. Last winter he endeavored to obtain a permit to build a cement block factory on the property but residents of the street filed a remonstrance and no action has been taken since in the matter.

It is alleged that Bianchi has made no effort to clean up the place despite complaints to the public safety department.

TRAFFIC PLAN SEEN UNLIKELY

That Rochester would have a thorough traffic survey following the visit of Dr. Miller McClintock, director of the Erskine Traffic Bureau of Harvard University, appeared unlikely today, at least not at the city's expense.

City officials who heard him speak to business and engineering groups at the Chamber of Commerce, recommending a thorough survey to decide whether the city is right or wrong in banning right and left turns at three Main Street intersections, said the city's traffic problems might be solved by the city plan now under way.

Should the less groups be prepared to finance a survey, as other cities had done, city officials said they would co-operate. These groups took no action after hearing Doctor McClintock.

City officials attending the McClintock lecture included City Manager Story, Safety Commissioner Nier, Mayor Wilson, Vice Mayor Adler and Police Chief Kavanaugh.

Questions were asked by Roland B. Woodward, Gilbert J. C. McCurdy, Herbert W. Bramley, Daniel N. Calkins and Maurice Esser, all of the Chamber of Commerce.

Second Petrossi Trial In Next Court Term Is Planned By Love

Contractor Again to Be Tried on Charges Made by State—Thomas Trimble, Former City Inspector, Is Subpoenaed to Testify on June 3.

A second trial of John Petrossi, wealthy contractor, indicted for bribery in connection with the execution of the Jersey Street paving last year, will be held at the next criminal term of County Court, District Attorney William F. Love announced today.

Another development in the Petrossi case, revealed today, is that Thomas A. Trimble, former city inspector, who threatened to expose his right of privilege and refuse to testify at a second trial, has been subpoenaed as a state witness to be prepared to testify June 3.

Trimble, who said he was humiliated at the first trial and believed he had done his duty, waited passing slips for loads of asphalt which never left the Petrossi plant. At the first trial he likewise testified he added extra weight to some of the loads of asphalt which were delivered to Jersey Street. He has been granted immunity.

Petrossi's first trial ended in a hopeless jury deadlock after deliberations lasting more than 24 hours. The contractor is specifically charged with attempting to bribe Edward J. Lynd, city inspector, to sign slips for "phantom" loads of asphalt sent out by Trimble.

The next term of County Court opens May 20. It is expected that there will be at least two weeks of civil work. It has been announced that in the event of a second trial County Judge William C. Kohlmetz will preside.

WANTS CITY TO COLLECT UNPAID BILLS

Tenth Warder Seeks Action at the Meeting of the Common Council

ZONING DEFERRED

East Avenue Question Will Come up at Next Meeting

Last Monday night's meeting of the Common Council resulted in the loss of one advocate at least of the city manager form of government when Frederick R. Jutsum of the Tenth Ward charged City Manager Story and his official family with being lax in various matters relating to the city. Mr. Jutsum attended the meeting of the Council armed with a letter to the members which he read personally.

This letter charged the city officials with being negligent in the matter of collecting \$500,000 from the New York State Railways which is owed the city for unpaid paving bills. The Tenth Warder further brought out that with interest charged the total sum would reach \$1,000,000. And to make as deep an impression as possible upon the Council, Mr. Jutsum called upon the

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ROCHESTER FRU

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Early Settlement Of Honeoye Water Fight Being Urged

Case May Be Heard at Next Term of Appellate Division in Albany—Village at Standstill Pending Decision—People Refuse to Repair Homes.

By Alice E. K. Wood

The village of Honeoye is living in the shadow of the guillotine.

Nearly half the stores on the main street are for rent; people are not painting their homes or papering their walls; business has decreased and what once looked like a healthy land boom on the edge of the lake for summer cottages and estates has fallen, lifeless.

For Honeoye's giant-like neighbor, Rochester, has stretched out its hand for Honeoye Lake and the land around it to furnish water for the city. If the city's plans materialize, the entire village of Honeoye and the farmland along nearly eight miles of Honeoye Creek flowing north, will be submerged to form a lake three times the size of the present one.

Settlement Urged
For two years Honeoye has lived in this shadow and it is growing restive.

"Let's have the thing settled," say residents, glad to hear there is any action in Albany this month. A possibility of the appeal case before the Appellate Division, Third Department.

When Rochester's plans were announced two years ago, one prominent Honeoye resident was in the midst of remodeling her home; decorators were there planning color schemes, curtains, and the like. When she saw the announcement in the newspapers, she cancelled her orders for everything, bought cheaper goods, articles "that would do" until city engineers were ready to make a deep lake where her living room used to be. Hers is only one of many cases.

In fact many of the residents of the watershed say they never wanted the case appealed from the favorable decision given Rochester by the State Water Power and Control Commission last June. When they heard the Ontario Board of Supervisors was going to consider appealing it, they circulated a petition asking them not to. Further delay would be useless, they said, would hurt business and be an unnecessary expense to the county. Two hundred taxpayers of the watershed signed it. It was signed too, by 13 supervisors, a majority of the board, but when the actual vote was taken, these supervisors reversed themselves, the Honeoye folk say.

Brief Prepared
Earle S. Warner, Ontario county attorney, expects to go to Albany next week to ask that the case be put on the court calendar. His brief is in the hands of the printers and George B. Draper, deputy corporation counsel handling the case for Rochester, is preparing his so it looks hopeful the case will be argued this term. Otherwise the case would have to be held over until September.

One argument of the people in Ontario County supporting a continued fight against the city is the rumor that Rochester's enthusiasm for the project has waned. This was denied today by Commissioner of Public Works Harold W. Baker, who declared that in his judgment the city should begin work on the project as soon as it was legally to.

"Of course it will cost a good deal of money," he said. "Expense is estimated at \$12,000,000 for the first section of construction. But many other cities our size are spending twice as much as this to insure safe and adequate water supply."

Outside Tax Limit.
"Expenditures for water are outside the tax debt limit of municipalities in New York State and almost always such construction is self supporting, the water rates amounting to enough to carry the interest and retirement of the bonds. Water rates in Rochester are very low now—it is one of the cheapest necessities we have. It would not take a very marked raise in rates to cover cost of the project."

"Although we have had an unusually heavy precipitation of rain in the last two years, it is the opinion of the experts we have consulted, Hazen and Eddy, as well as Consulting Engineer Edwin A. Fisher, Sanitary Engineer John F. Skinner and myself, that the city has reached the safe limit of its supply and that if there were two or three dry years here Rochester might face a very serious situation. Old residents of the city, especially those on the west side of the river, will remember that in 1893 and '94 Rochester had a grave water shortage and residents of that section had to draw water in their bathtubs at night for use during the day. Such a situation not only is dangerous for industry and in case of fire, but to the health of the residents. We should not allow the possibility of its recurrence."

CITES LETTERS HE WROTE AND RECEIVED

Another chapter in the controversy between Supervisor H. S. Jenner of the Sixth Ward and Safety Commissioner Nier over the failure of the city to provide cross-walk markings at certain street intersections in Mr. Jenner's ward, was written today in the form of a letter from Mr. Jenner to City Manager Story.

Earlier in the week Supervisor Jenner declared he would file formal charges of neglect of duty and incompetency against Commissioner Nier, intimating the matter would be laid before the City Council next Monday night. Whether his letter to Mr. Story was in lieu of these charges he did not make plain.

JENNER TO STORY
The letter criticizing Mr. Nier's failure to investigate the supervisor's complaints follows:

"I have the honor to be supervisor of the Sixth Ward, and as the only elected representative of the ward, as such, in the city, many of my constituents have come to me and asked that I call attention of city authorities to the dangerous crossing situation that exists at the Swan and Windsor Street intersections of East Main Street."

"I do not believe that there is or has been any impropriety in my complying with the requests of these people who have asked me to speak for them. But the fact that, in addressing your commissioner of public safety, I have been received with gross impertinence and the legitimate complaints of the Sixth Ward given a most insolent reception by letter and in the public press, ought to be of interest to you."

ATTITUDE IMPORTANT
"Whether it is or not does not interest me so much as the necessity for exposing the attitude of your administration upon the needs and decent demands of Rochester taxpayers. As a former advocate of the city manager for most government I had high hopes that your promises of performance meant something. I have joined the vast and increasing army of Rochester people who have been disillusioned by your administration, its incompetence and its utter inability to give Rochester the type of government that its citizens desire."

"If you have condescended to give your subordinates you may have remarked that your commissioner of public safety has declared my letters to him have been 'nausea'."

TEXT OF LETTERS
"If you care to you may read the texts of the only two letters which I have written him. They are as follows:

(Dated July 7, 1928).

"Commissioner of Public Safety, Geo. J. Nier, Rochester, N. Y."

"My dear sir:

"The committee serving on the Atlantic Avenue opening have decided on July 2d as the date for the event and are going to hold a street dance. They would like to have the Park Band play for the celebration."

"You will remember I spoke to you about the matter some time ago and you told me to understand the law there can be no parking at intersecting streets."

"On February 1 I received a letter from the secretary of the mayor, in the absence of the latter, stating she had turned the matter over to Director Barker, with the request that he investigate it. I have received no communication from him or the commissioner of public safety. I have taken the matter up with Mayor Wilson by telephone and he informed me he had taken it up with you."

"As you have not interposed yourself regarding this matter, I would like to ask you to tell me why this investigation was not made by you."

"Yours respectfully,"

"H. S. JENNER."

LETTERS OF ATTRACTION
These, sir, are the only letters, which I have addressed to your Mr. Nier. These are the letters that formed the basis of his vicious attack upon me. These are the letters that led him to write the following paragraph to me, in reply:

"Allow me to take this opportunity of advising you that no further communications from you will receive even the courtesy of a reply unless you learn to—or at least do—write letters with some little degree of etiquette."

"In writing to this department in the future, unless you follow the common rules of ethics, I shall be obliged to file your correspondence in the waste basket."

OF FIRST IMPORTANCE
"On behalf of the people of my ward let me say to you that we believe public safety is of much more importance than your Mr. Nier's code of ethics or the type of etiquette to which he has been trained."

"I am not afraid of Mr. Nier's waste basket, but I cannot help calling your attention to the fact that such an administration as you are providing is in grave danger of ending up in Father Rochester's waste basket."

"You may, if you will, allow our demand for this very necessary crossing marking to remain on your desk. I am sure that the demand will be complied with, if not by your administration, then by your successor's administration."

BLOSSOM ROAD TO BE WIDENED

Most of the opposition to widening Blossom Road, between University Avenue and Winton Road North, for an adequate approach to a subway which is to replace the New York Central grade crossing of this thoroughfare, had been removed today, after a hearing last night by the Local Improvements Committee of the City Council.

Opposition was largely against the proposed assessment of \$100,000 for the widening, small property owners fearing they would pay more than their land would fairly stand. At the hearing it was explained that an average lot of forty feet frontage would not pay more than \$15.

This announcement appeared to placate the complainants and members of the Councilmanic Committee intimated they would report favorably to the council on the widening.

The hearing brought to light plans of the Stromberg Carlson Telephone to further enlarge its Blossom Road plant. W. Roy McCann announced that the employees in this plant alone would be 1,000 within the year.

The street would be widened from 45 to 60 feet under the ordinance considered at the hearing.

Two More Petrossi Low Bids on City Work Are Rejected

Two low bids of the John Petrossi Company for city work were rejected yesterday by the Bureau of Purchase and Supply, and a third was adjudged informal. John Petrossi, head of the company, is under indictment for alleged bribery and the bids were rejected on the ground that the company is not a responsible bidder.

Contract for asphalt pavement in Orleans Street, on which the Petrossi proposal was \$6,197.65, was awarded to the Thomas Holahan Company for \$6,415.65. A contract for paving in Orlina Street, on which the Petrossi proposal was \$16,203.25, was awarded to the L. Rochester White Corporation for \$16,667.05. The informal bid was on paving in Diamond Place. The contract was awarded the Holahan Corporation for \$7,825.50.

The choice fell on the Southern Wood Preserving Company. The company that lost on an equal bid was the Wyckoff Pipe & Cresson Company.

City of London, England, it is estimated, spends \$25,000,000 a year to overcome the depredations of its smoke nuisance. The money spent includes charges resulting from extra washing, damage to dresses, carpets and textile fabrics, and general depreciation of property. The City of Cleveland, Ohio, following an investigation some years ago, found that the annual loss from the smoke nuisance was over \$6,000,000, or a cost of from \$40 to \$80 for each family in the city. In Chicago the annual cost at about the same time was estimated at \$18,000,000. The loss in Pittsburgh per year was in excess of \$10,000,000. It may be seen from these figures that the annual loss from smoke in the entire United States might very well run into the billions.

Considering its population, Pittsburgh was probably the greatest sufferer among the American cities. The investigators found this out in a peculiar fashion. They set about, in their search for statistics, to find out what the laundry bills for various cities were. They found that Pittsburgh paid for its laundry work \$411,000 more than Boston; \$252,000 more than Buffalo; \$469,000 more than Cleveland; \$277,000 more than Louisville and \$384,000 more than Washington.

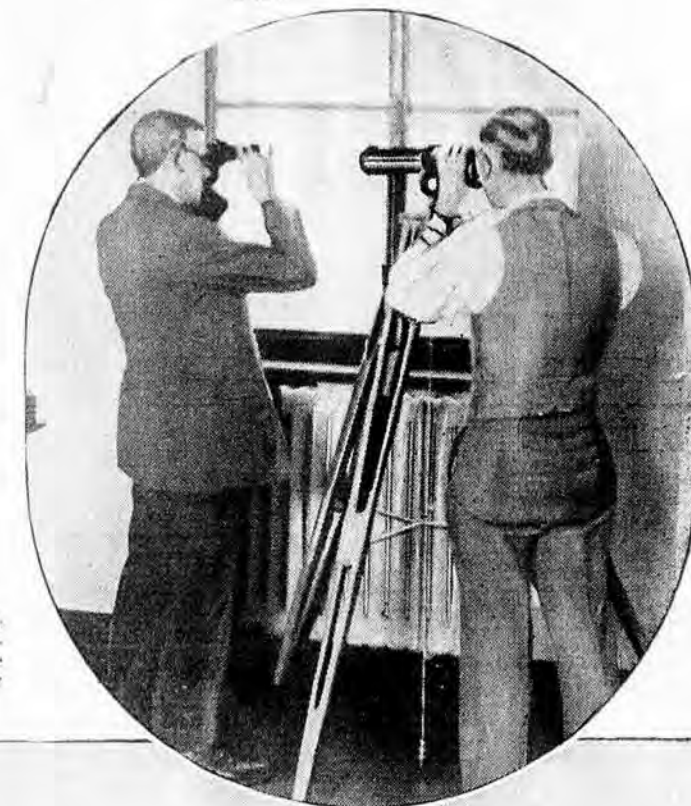
These economic figures did a great deal to attract the attention of various municipalities to the need for attention to their smoke nuisances. However, there are other considerations—esthetic and physiological. The effect of smoke and soot on human morbidity and mortality had a great deal to do with the widespread reforms.

Most of the larger cities of all industrial nations now have ordinances, strictly enforced, dealing with the smoke peril. One of the first devices to be used was a "smoke monitor" which gave smoke signals—a disk rang a bell whenever the furnace made more smoke than the law permitted, and kept a record of the frequency and duration of the transgression. Following this there was devised a smoke-meter that substituted definiteness for the then inaccurate terms used to distinguish various grades or degrees of smoke. Inventions were perfected which electrically precipitated smoke before it left the chimney or flue.

Rochester, however, early took the lead in the matter of abatement of smoke. It is said that as a result, Rochester is the cleanest city in the United States, and in fact, of the world. In the downtown section of Rochester there is a smoke-tower, from the top of which special watchers, using telescopes and other delicate optical instruments, scan all parts of the city in a ceaseless search for the enemy, smoke. In Rochester smoke is considered a criminal that robs and kills, and whenever smoke is located, steps are taken to do away with it. The result is as nearly a smokeless city as it is possible to get.

There are smokeless coals, and the introduction of oil-burning furnaces for dwellings and factories, has been a great factor in the elimination of the smoke evil. A large variety of smoke consumers are in use in factory buildings. It has been demonstrated that these devices not only keep the smoke from issuing forth from the chimneys to pollute the air and obscure the sunlight that is so necessary to health, but they also effect considerable economies.

In ascertaining the cause of smoke in Rochester, a committee was appointed which made special and separate investigation of (a) the business section of the city; (b) manufacturing plants; (c) railroads; (d) river steamboats; (e) residences; and (f) miscellaneous plants. They also looked into the menace of automobile exhaust gas in city streets.



Watchers Scanning the City of Rochester Through Telescopes. From the Smoke Tower, to Report the Possible Appearance of a Smudge.



View of Rochester's Downtown Section, Showing Its Remarkable Visibility, Due to a Clean Atmosphere. The Smoke Tower Is Visible in the Central Background.

Early Settlement Of Honeoye Water Fight Being Urged

Case May Be Heard at Next Term of Appellate Division in Albany—Village at Standstill Pending Decision—People Refuse to Repair Homes.

By Alice E. K. Wood

The village of Honeoye is living in the shadow of the guillotine.

Nearly half the stores on the main street are for rent; people are not painting their homes or papering their walls; business has decreased and what once looked like a healthy land boom on the edge of the lake for summer cottages and estates has fallen, lifeless.

For Honeoye's giant-like neighbor, Rochester, has stretched out its hand for Honeoye Lake and the land around it to furnish water for the city. If the city's plans materialize, the entire village of Honeoye and the farmland along nearly eight miles of Honeoye Creek flowing north, will be submerged to form a lake three times the size of the present one.

Settlement Urged
For two years Honeoye has lived in this shadow and it is growing restive.

"Let's have the thing settled," say residents, glad to hear there is any action in Albany this month. A possibility of the appeal case before the Appellate Division, Third Department.

When Rochester's plans were announced two years ago, one prominent Honeoye resident was in the midst of remodeling her home; decorators were there planning color schemes, curtains, and the like. When she saw the announcement in the newspapers, she cancelled her orders for everything, bought cheaper goods, articles "that would do" until city engineers were ready to make a deep lake where her living room used to be. Hers is only one of many cases.

In fact many of the residents of the watershed say they never wanted the case appealed from the favorable decision given Rochester by the State Water Power and Control Commission last June. When they heard the Ontario Board of Supervisors was going to consider appealing it, they circulated a petition asking them not to. Further delay would be useless, they said, would hurt business and be an unnecessary expense to the county. Two hundred taxpayers of the watershed signed it. It was signed too, by 13 supervisors, a majority of the board, but when the actual vote was taken, these supervisors reversed themselves, the Honeoye folk say.

Brief Prepared

Earle S. Warner, Ontario county attorney, expects to go to Albany next week to ask that the case be put on the court calendar. His brief is in the hands of the printers and George B. Draper, deputy corporation counsel handling the case for Rochester, is preparing his so it looks hopeful the case will be argued this term. Otherwise the case would have to be held over until September.

CITES LETTERS HE WROTE AND RECEIVED

Another chapter in the controversy between Supervisor H. S. Jenner of the Sixth Ward and Safety Commissioner Nier over the failure of the city to provide cross-walk markings at certain street intersections in Mr. Jenner's ward, was written today in the form of a letter from Mr. Jenner to City Manager Story.

Earlier in the week Supervisor Jenner declared he would file formal charges of neglect of duty and incompetency against Commissioner Nier, intimating the matter would be laid before the City Council next Monday night. Whether his letter to Mr. Story was in lieu of these charges he did not make plain.

JENNER TO STORY

The letter criticizing Mr. Nier's failure to investigate the supervisor's complaints follows:

"I have the honor to be supervisor of the Sixth Ward, and as the only elected representative of the ward, as such, in the city, many of my constituents have come to me and asked that I call attention of city authorities to the dangerous crossing situation that exists at the Swan and Windsor Street intersections of East Main Street.

"I do not believe that there is or has been any impropriety in my complying with the requests of these people who have asked me to speak for them. But the fact that, in addressing your commissioner of public safety, I have been received with such impertinence and the less-than-pleasant attitude of the Sixth Ward, has given a most insolent rebuff by letter and in the public press, ought to be of interest to you.

"Although we have had an unusually heavy precipitation of rain in the last two years, it is the opinion of the experts we have consulted, Hazen and Eddy, as well as Consulting Engineer Edwin A. Fisher, Sanitary Engineer John F. Skinner and myself, that the city has reached the safe limit of its supply and that if there were two or three dry years here Rochester might face a very serious situation. Old residents of the city, especially those on the west side of the river, will remember that in 1893 and '94 Rochester had a grave water shortage and residents of that section had to draw water in their bathtubs at night for use during the day. Such a situation not only is dangerous for industry and in case of fire, but to the health of the residents. We should not allow the possibility of its recurrence."

write to you when the date was decided upon.

"Very truly yours,
H. S. JENNER."

(Dated April 30, 1929.)
"Mr. George J. Nier,
"Commissioner of Public Safety,
"Rochester, N. Y.
"My dear commissioner:

"I wrote to Mayor Wilson on January 29, 1929, in regard to the parking of automobiles at the intersections of Windsor Street and Swan Street as the street cars stop at Swan Street to discharge passengers. There are no markings for crosswalks at either of these two points. As I understand the law there can be no parking at intersecting streets.

"On February 1 I received a letter from the secretary of the mayor, in the absence of the latter, stating she had turned the matter over to Director Barker, with the request that he investigate it. I have received no communication from him or the commissioner of public safety. I have taken the matter up with Mayor Wilson by telephone and he informed me he had taken it up with you.

"As you have not interested yourself regarding this matter, I would like to ask you to tell me why this investigation was not made by you.

"Yours respectfully,
H. S. JENNER."

OF FIRST IMPORTANCE

"On behalf of the people of my ward let me say to you that we believe public safety is of much more importance than your Mr. Nier's code of ethics or the type of etiquette to which he has been trained.

"I am not afraid of Mr. Nier's waste basket, but I cannot help calling your attention to the fact that such an administration as you are providing is in grave danger of ending up in Father Rochester's waste basket.

"You may, if you will, allow our demand for this very necessary crossing marking to remain on your desk. I am sure that the demand will be complied with, if not by your administration, then by your successor's administration."

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BLOSSOM ROAD TO BE WIDENED

Most of the opposition to widening Blossom Road, between University Avenue and Winton Road North, for an adequate approach to a subway which is to replace the New York Central grade crossing of this thoroughfare, had been removed today, after a hearing last night by the Local Improvements Committee of the City Council.

Opposition was largely against the proposed assessment of \$100,000 for the widening, small property owners fearing they would pay more than their land could fairly stand. At the hearing it was explained that an average lot of forty feet frontage would not pay more than \$15.

This announcement appeared to allay the complaints and members of the Councilmanic Committee stated they would report to the council on the matter.

Brought to light by the committee was the fact that the city had a large surplus of money in the treasury, and that the city could easily pay the cost of the widening.

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City of London, England, it is estimated, spends \$25,000,000 a year to overcome the depredations of its smoke nuisance. The money spent includes charges resulting from extra washing, damage to dresses, carpets and textile fabrics, and general depreciation of property.

The City of Cleveland, Ohio, following an investigation some years ago, found that the annual loss from the smoke nuisance was over \$6,000,000, or a cost of from \$40 to \$80 for each family in the city. In Chicago the annual cost at about the same time was estimated at \$18,000,000. The loss in Pittsburgh per year was in excess of \$10,000,000. It may be seen from these figures that the annual loss from smoke in the entire United States might very well run into the billions.

Considering its population, Pittsburgh was probably the greatest sufferer among the American cities. The investigators found this out in a peculiar fashion. They set about, in their search for statistics, to find out what the laundry bills for various cities were. They found that Pittsburgh paid for its laundry work \$411,000 more than Boston; \$252,000 more than Buffalo; \$469,000 more than Cleveland; \$277,000 more than Louisville and \$384,000 more than Washington.

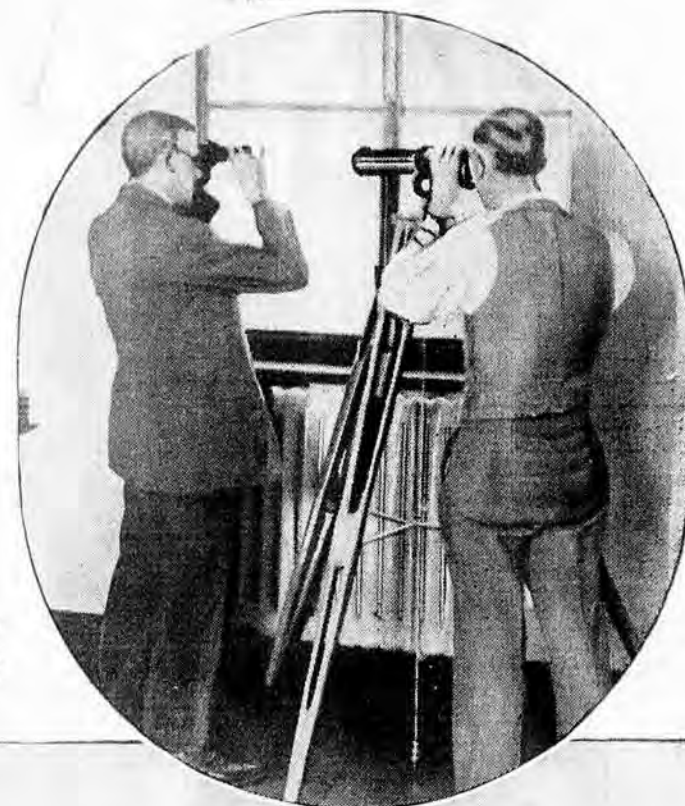
These economic figures did a great deal to attract the attention of various municipalities to the need for attention to their smoke nuisances. However, there are other considerations—esthetic and physiological. The effect of smoke and soot on human morbidity and mortality had a great deal to do with the widespread reforms.

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Construction of a by-pass for the Department of Public Works at the Irondequoit sewage treatment plant is provided for in a contract awarded M. Iuppa & Maggio. The figure is \$24,084.50. This work is intended to prevent pollution of Lake Ontario bathing beaches in stormy weather.

Two bidders were tied at \$1,200 in competing for the installation of 10,000 feet of creosoted wood conduit for fire and police telegraph lines. The choice fell on the Southern Wood Preserving Company. The company that lost on an equal bid was the Wyckoff Pipe & Creosote Company.

East Avenue Zoning

Adoption of a new zoning ordinance or code is expected to come before the City Council tonight for final action. The point about which most controversy has arisen is the status of lower East Avenue.

It has been proposed to place East Avenue from Alexander Street to Upton Park, with the intersecting streets back nearly to University and Park avenues, in what is known as Class D, residential. This means that apartment houses could be erected in the district, subject to approval of the board of appeals which the new code sets up.

Protests made at a hearing last month showed that a majority of the property owners and nearly all the residents of this portion of East Avenue are strongly opposed to such a move. They want the district retained in Class E, whose strictly residential status would be better guarded under the new code than at present. The protest, which has been reinforced by signatures to a petition, so impressed the City Planning and Zoning Committee of the council that it recommended placing East Avenue from Alexander Street on in Class E. Now it is stated that the council may approve D classification.

Is it just to over-ride the wishes of a majority of property owners in response to the demands of a few? It is wise to run the risk of clogging the swift flow of traffic on East Avenue through opening a way to apartment house construction, which would inevitably bring parking in its train? Do we wish to make the city poorer through loss of the great trees which are now the glory of the avenue? Once bring the parking which will go with apartment houses and traffic requirements will call for street widening and cutting down the trees.

It is said that the board of appeals need not authorize erection of multi-family houses in this district, even if it is placed in Class D. But once the way is opened, the pressure of builders who see the appeal to tenants of apartment houses erected in a fine residential district will be strong and continuous.

It is said that this new classification will make a transition zone, instead of bottling up the street. But if the time comes when lower East Avenue is so much desired for business purposes that owners cannot afford to hold it for residences, would not the best plan be to make a complete transition, with no intermediate type of construction interfering with first-class business development?

Finally, it is said that the city hired an expert to draw up a zoning code and should follow his recommendations. Allowing that Mr. Bassett is a competent man, the fact remains that his recommendations are based on existing conditions. The city plan has not yet been drawn up. If it favors early extension of Broad Street new territory will be opened up for business. That will affect the East Avenue situation.

Why not heed the protest of East Avenue property owners and preserve this beautiful street as it is, at least until the effect of possible changes under the city plan is known? The general public is more interested in a handsome street than in apartment houses.

CITIES ASK IF THEY MUST PAY GASOLINE TAX

Rochester Joins in Request for Exemption in Case of Municipally Owned Cars

Rochester will co-operate with New York and other cities to obtain a ruling on whether the gasoline tax shall apply to fluid used by city-owned cars, City Manager Stephen B. Story said last night, on receiving information that New York City already has set in motion machinery to obtain a decision in this matter.

When the gasoline tax bill was before the Legislature, Rochester and other cities urged that part of the proceeds should be diverted to municipalities to be used for paving purposes, but the request was ignored, so far as upstate cities were concerned.

On behalf of New York City, Corporation Counsel Arthur J. W. Hilly has formally notified the State Tax Commission that he will contest the collection of the two-cent tax on gasoline used in municipally-owned cars. The State Highway Department, which has a large fleet of motor vehicles in use, has also asked for a ruling as to whether the tax should apply to its vehicles.

Federal Government Exempted
The gasoline tax law provides for refunding the tax on all gasoline not used in motor vehicles; and the State Tax Commission ruled that it could not assess the tax on gasoline sold to the Federal government, but did not specifically exempt gasoline used by the state, cities, and other local governments.

Mr. Hilly is hopeful the attorney-general, to whom the question has been referred by the Tax Commission, will rule that the Legislature did not intend to make the tax apply to cars owned by any governmental unit. Such a ruling would mean a considerable saving to the Rochester city government.

Conducted hearings on a number of local improvements ordinances, including Blossom Road widening at which suggestion was made that widening be extended for full length of the street and statement made that such plan is being considered by the councilmanic committee.

No appearance at public hearing on local law introduced by Vice-Mayor Isaac Adler reorganizing City Planning Commission and permitting city to map streets enabling the establishment of set back lines, for future widenings as buildings are reconstructed, without payment of heavy property costs.

Adopted unanimously ordinance approving the purchase by the city of former Broad Street market at a price of \$47,000, the building to be used for warehouse purposes under the plan of City Manager Story for the centralization of purchase of municipal supplies to effect savings.

Received report of Public Welfare Committee, read by Councilman Louis Foulkes, chairman, stating that request of Councilman Joseph L. Guzzetta that playground and branch library in the vicinity of Susan B. Anthony School No. 27 will be granted.

Resolutions were introduced by Councilman Harry C. Goodwin directing preparation of ordinance for the purchase of land on Pinnacle Hill for park and future reservoir purposes and it was referred to Finance Committee.

Councilman Milne's resolution for the extension of the trackless trolley route in Driving Park Avenue to connect with subway, to form belt line in that section of the city, was referred to Public Utilities Committee.

Completed a large volume of business relating to local improvements, purchase and sale of lands for municipal purposes, tax subdivisions and other municipal activities.

STORY ANNOUNCES REORGANIZATION BUREAU OF DESIGN

City to Save \$4,220 Yearly by Plan. He Tells Council; Vote on Zoning Change Postponed for Week

FITZHUGH STREET WIDENING BY SLICING SIDEWALKS ASKED

By HIRAM MARKS

Reorganization of the Local Improvements Division of the Bureau of Design and Construction in the interest of efficiency and economy is underway by City Manager Stephen B. Story in conjunction with Harold W. Baker, commissioner of public works, according to a communication submitted to the City Council last evening by Mr. Story. In accordance with the charter, Mr. Story announced that he has prescribed a number of positions in the Local Improvements Division with salaries aggregating \$21,420 and as the civil service regulations are complied with there will be abolished positions paying an aggregate of \$25,640, or a saving to the city of \$4,220 a year.

In addition, Mr. Story explained, the work of the bureau, which handles all engineering phases of the local improvement ordinances that come before the Council, will be facilitated and made more efficient by the reorganization meaning better co-operation with the Local Improvements Committee of the City Council, made up of Councilman Nelson A. Milne, chairman; Mayor Joseph C. Wilson and Councilman Chester A. Peake, it was pointed out.

Zoning Vote Postponed
In the absence of Mayor Joseph C. Wilson, who was confined to his home by illness, Vice-Mayor Isaac Adler presided. Action on the zoning ordinance, which includes the provision regarding the construction of apartments in East Avenue, was deferred until next week in the expectation there would be a full meeting of the Council to vote on the measure.

Councilman Milne introduced a resolution requesting preparation of an ordinance to widen Fitzhugh Street North, between Main and Allen streets. Vice-Mayor Adler referred the resolution to the City Planning and Zoning Committee, headed by Councilman Peake, and a report will be made later.

Councilman Milne said that the resolution contemplates only the setting back of the curbs four feet on each side to enable traffic to get through the heavy congestion in the street at times, and there is no purchase of property provided. He said that the pedestrian traffic in Fitzhugh Street is not comparable with the vehicular traffic and that the sidewalks can be narrowed without inconvenience to the public.

Ordinance Hearings Conducted
Public hearings were called by Vice-Mayor Adler on the ordinances for Whittier Park extension, Blossom Road widening, Carling Road asphalt pavement, Emerson Park cinder pavement, Laurel Street concrete pavement, Elmwood Avenue asphalt pavement, walks and sewer, amending Plymouth Avenue concrete pavement, Mount Hope Avenue asphalt resurfacing, sprinkling of streets for the 1929 season, Drexmore Road asphalt pavement, sewers and walks, Merline Street concrete pavement and sewer, and amending Court Street asphalt pavement widening and resurfacing.

Andrew L. Gilman, of the law firm of Wile, Oviatt & Gilman, asked that the property owners in Mount Hope Avenue be given another week to adjust differences as to the improvement and to make known their views then. This privilege was granted by Vice-Mayor Adler.

A property owner in Merline Street said that he understood there was a sewer in the street and didn't think it advisable to construct a second one. Because of the absence of maps in the council chamber, he was referred to Councilman Milne, chairman of the committee.

Completed a large volume of business relating to local improvements, purchase and sale of lands for municipal purposes, tax subdivisions and other municipal activities.

STORY WILL ASK LOWER FIRE RATE

Preparing Data on Which to Seek Insurance Reduction from Underwriters

MEANS LARGE SAVING

City Hazard Much Reduced Since Last Survey Was Made in 1922

In an effort to save substantial sums to all property owners by a reduction of the basic fire insurance rate, City Manager Stephen B. Story, in conjunction with George J. Nier, commissioner of public safety, is preparing data upon which a claim for a reduction of the rate in effect in Rochester will be made to the State Board of Insurance Underwriters.

Mr. Story will ask for a new survey of the fire hazards and other factors that go to make up the basic rates. A large amount of preliminary work has been done by the fire bureau under the direction of Commissioner Nier preparatory to the request that will be made.

Basic Rate, 18 Cents
With Rochester's valuation of real property running into the hundreds of millions of dollars a reduction in the basic rate will mean the saving of a large sum of money in insurance premiums, in the aggregate.

Rochester's basic rate is 18 cents for each \$1,000 property valuation, and has been at this level since the underwriters' investigation in 1922. At that time, it was pointed out by Mr. Story, a considerable part of the fire apparatus in this city was horse-drawn and when the motorization was completed there was no reduction in the rate.

The new running of the rate is being prepared by Commissioner Nier, in co-operation with Fire Chief Frank Jaynes and the various battalion chiefs is looked upon as one of the most constructive steps forward in fire prevention. Already five months have been spent on their work and a tremendous amount of detail is involved. This book provides for the efficient and most effective response of companies to alarms, in a way that takes cognizance of the various hazards that prevail in the areas that are covered by different companies, and for the purpose of having at the scene of a blaze, at the earliest time, equipment that is specially adaptable to the hazard that is present.

This provides for a study of the various buildings, the need for the different types of apparatus, and a general survey of the entire fire situation. The running book has not been revised in seven years; it was made adaptable to horse-drawn apparatus. Commissioner Nier and the fire authorities are rapidly completing their work.

Second Best Last Year

Rochester was second in 1928 in the United States among cities with low fire losses and Commissioner Nier and City Manager Story feel that this reflects the fire prevention work that is being carried on. Under a recent plan that was suggested as the consequence of study by Commissioner Nier and City Manager Story with the fire executives of the City Council approved a plan for sending relief into the various areas in Rochester so that the fire executives directly charged with the responsibility of fire prevention, would be relieved from active duty, and accorded full opportunity to study the prevailing conditions, and to counsel with property owners with reference to the elimination of fire hazards. The steps to protect the property owners interests in the matter of equitable insurance.

Officials Oppose Removal Of Trees In East Avenue

Answer Objections of Those Fighting to Keep Apartments Off Street—Action on Zoning Ordinance Expected Monday at Council Meeting

The Bureau of Parks, with the city administration, is opposed to removal of the picturesque trees that border East Avenue, whatever may be the outcome of the avenue's fight over proposed changes in the zoning ordinance.

Thomas P. Maloy, city forester, estimated, average about 50 or 70 years in age. They are mostly American maples and American elms. The forestry department, he said, is striving to preserve them in the best possible condition. He intimated it might be advisable to remove some of them, as they are planted a little more thickly than necessary.

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In their battle against apartment houses invading the neighborhood, property owners on the avenue between Alexander Street and Upton Park have advanced as one of their arguments that apartment houses would mean eventual widening of the street and removal of the trees, which constitute one of the avenue's principal charms.

"It would be a crime to remove these trees," said Mr. Maloy. "Though they are possibly not the best trees in the city of Rochester, they show up the best of any and make the most attractive approach to the city."

"Personally, I believe a high-class apartment building might be more ornamental to the neighborhood than some of the disfiguring buildings that now stand there, such as the Warner observatory, but if the admission of apartment houses would be an opening wedge for widening the street I should strongly oppose the move."

The East Avenue trees, Mr. Maloy

East Avenue

East Avenue itself, just at this season of the year, makes its own eloquent plea for preservation in its integrity for the delight of future generations.

Members of the City Council, who in a measure are guardians of its destiny, are urged to walk or drive through its precincts before Monday evening—observe its stately homes, spreading trees, wide lawns, beautiful shrubbery and flower beds—and then ask themselves what will best save it from commercialism, from decay, from any development that will injure its aesthetic and scenic value.

East Avenue, from the civic point of view, is more than a city street. It is a park and thoroughfare combined and should be retained as such. Nobody would think of breaking up the wide sweep of greensward in Genesee Valley Park, or of cutting down the lilac bushes in Highland Park. That would be vandalism, and would be immediately condemned.

East Avenue also should be safeguarded as a beauty spot. Its charm and distinction always attract the attention of strangers and help in creating a favorable impression of the city. From that point of view it is a public asset, the value of which cannot be expressed in dollars and cents.

The present generation is merely its temporary custodian, responsible for conserving it for the benefit of posterity. Any scheme of development that threatens to mar its beauty, or turn it into merely a commonplace city street not to be distinguished from thousands of others in our American cities, should be rejected. Anything in the nature of an experiment the effect of which cannot be foreseen should be postponed. Mistakes made now cannot be corrected.

New policies can be adopted any time when it has been conclusively demonstrated that they are desirable. But once the character of the avenue as we know it today has been changed, there can be no turning back.

Lower Fire Insurance

Fire prevention measures have gone a long way in Rochester since the days when the insurance companies inserted their "blue slips" in Rochester policies requiring higher than normal rates because of the heavy fire losses in the city. It is just twenty years ago that the great Gibbs Street fire climaxed a series of conflagrations that alarmed the insurance companies

and created a public demand for improved fire fighting and fire protective measures.

Since then the city has steadily improved its record and last year it stood second among cities of the country in low fire losses. With this in mind City Manager Story is warranted in seeking a more favorable insurance rate on Rochester property.

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Petrossi Obtains New Injunctions In Paving Awards

Court Orders Work Halted on Ottilia and Orleans Streets—Show Cause Order Returnable Saturday—Early Decision Is Expected by Officials.

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The contracts for Ottilia and Orleans streets, in bids for both of which the Petrossi Company was low, were awarded last week in the second lowest bidders.

The successful bidder for Ottilia Street is the Rochester City Corporation, and for Orleans Street the Thomas Hamilton Company.

The injunctions were granted to Petrossi & Sons attorneys for Petrossi. Decision on the Ludlowe Road injunction will automatically settle both of the new show cause orders.

The corporation counsel's office filed its brief today for the city against Justice Gillette in the first case. The Petrossi Company's brief was in the judge's hands Monday and a decision is expected in a day.

A meeting of the Board of Purchase and Supply tomorrow may bring a fourth injunction from Petrossi's lawyers, as it is reported the Petrossi Company's bid is low. The Gladstone Street contract, Bids on Desmond Place paving are also to be introduced tomorrow.

East Avenue Zoning

Adoption of a new zoning ordinance or code is expected to come before the City Council tonight for final action. The point about which most controversy has arisen is the status of lower East Avenue.

It has been proposed to place East Avenue from Alexander Street to Upton Park, with the intersecting streets back nearly to University and Park avenues, in what is known as Class D, residential. This means that apartment houses could be erected in the district, subject to approval of the board of appeals which the new code sets up.

Protests made at a hearing last month showed that a majority of the property owners and nearly all the residents of this portion of East Avenue are strongly opposed to such a move. They want the district retained in Class E, whose strictly residential status would be better guarded under the new code than at present. The protest, which has been reinforced by signatures to a petition, so impressed the City Planning and Zoning Committee of the council that it recommended placing East Avenue from Alexander Street on in Class E. Now it is stated that the council may approve D classification.

Is it just to over-ride the wishes of a majority of property owners in response to the demands of a few? It is wise to run the risk of clogging the swift flow of traffic on East Avenue through opening a way to apartment house construction, which would inevitably bring parking in its train? Do we wish to make the city poorer through loss of the great trees which are now the glory of the avenue? Once bring the parking which will go with apartment houses and traffic requirements will call for street widening and cutting down the trees.

It is said that the board of appeals need not authorize erection of multi-family houses in this district, even if it is placed in Class D. But once the way is opened, the pressure of builders who see the appeal to tenants of apartment houses erected in a fine residential district will be strong and continuous.

It is said that this new classification will make a transition zone, instead of bottling up the street. But if the time comes when lower East Avenue is so much desired for business purposes that owners cannot afford to hold it for residences, would not the best plan be to make a complete transition, with no intermediate type of construction interfering with first-class business development?

Finally, it is said that the city hired an expert to draw up a zoning code and should follow his recommendations. Allowing that Mr. Bassett is a competent man, the fact remains that his recommendations are based on existing conditions. The city plan has not yet been drawn up. If it favors early extension of Broad Street new territory will be opened up for business. That will affect the East Avenue situation.

Why not heed the protest of East Avenue property owners and preserve this beautiful street as it is, at least until the effect of possible changes under the city plan is known? The general public is more interested in a handsome street than in apartment houses.

CITIES ASK IF THEY MUST PAY GASOLINE TAX

Rochester Joins in Request for Exemption in Case of Municipally Owned Cars

Rochester will co-operate with New York and other cities to obtain a ruling on whether the gasoline tax shall apply to fluid used by city-owned cars, City Manager Stephen B. Story said last night, on receiving information that New York City already has set in motion machinery to obtain a decision in this matter.

When the gasoline tax bill was before the Legislature, Rochester and other cities urged that part of the proceeds should be diverted to the municipalities to be used for paving purposes, but the request was ignored, so far as upstate cities were concerned.

On behalf of New York City, Corporation Counsel Arthur J. W. Hilly has formally notified the State Tax Commission that he will contest the collection of the two-cent tax on gasoline used in municipally-owned cars. The State Highway Department, which has a large fleet of motor vehicles in use, has also asked for a ruling as to whether the tax should apply to its vehicles.

Federal Government Exempted
The gasoline tax law provides for refunding the tax on all gasoline not used in motor vehicles; and the State Tax Commission ruled that it could not assess the tax on gasoline sold to the Federal government, but did not specifically exempt gasoline used by the state, cities, and other local governments.

Mr. Hilly is hopeful the attorney-general, to whom the question has been referred by the Tax Commission, will rule that the Legislature did not intend to make the tax apply to cars owned by any governmental unit. Such a ruling would mean a considerable saving to the Rochester city government.

STORY ANNOUNCES REORGANIZATION BUREAU OF DESIGN

City to Save \$4,220 Yearly by Plan. He Tells Council; Vote on Zoning Change Postponed for Week

FITZHUGH STREET WIDENING BY SLICING SIDEWALKS ASKED

By HIRAM MARKS

Reorganization of the Local Improvements Division of the Bureau of Design and Construction in the interest of efficiency and economy is underway by City Manager Stephen B. Story in conjunction with Harold W. Baker, commissioner of public works, according to a communication submitted to the City Council last evening by Mr. Story. In accordance with the charter, Mr. Story announced that he has prescribed a number of positions in the Local Improvements Division with salaries aggregating \$21,420 and as the civil service regulations are complied with there will be abolished positions paying an aggregate of \$25,640, or a saving to the city of \$4,220 a year.

What Council Did Last Night

Business transacted by the City Council last evening included the following matters:

Received communication from City Manager Stephen B. Story announcing the reorganization of the city engineering force handling local improvements in the interest of efficiency and effecting a saving of \$4,220 annually to the city.

Because of the absence of Mayor Joseph C. Wilson, because of illness, action on the zoning ordinance, including the apartment house regulations in East Avenue district, was deferred.

Resolution providing for setting back of curb stones four feet on each side of Fitzhugh Street North, from Main West to Allen Street, was referred to committee.

Conducted hearings on a number of local improvements ordinances, including Blossom Road widening at which suggestion was made that widening be extended for full length of the street and statement made that such plan is being considered by the councilmanic committee.

No appearance at public hearing on local law introduced by Vice-Mayor Isaac Adler reorganizing City Planning Commission and permitting city to map streets enabling the establishment of set back lines for future widenings as buildings are reconstructed, without payment of heavy property costs.

Adopted unanimously ordinance approving the purchase by the city of former Broad Street market at a price of \$47,000, the building to be used for warehouse purposes under the plan of City Manager Story for the centralization of purchase of municipal supplies to effect savings.

Received report of Public Welfare Committee, read by Councilman Louis Foulkes, chairman, stating that request of Councilman Joseph L. Guzzetta that a playground and branch library in the vicinity of Susan B. Anthony School No. 27 will be granted.

Resolutions were introduced by Councilman Harry C. Goodwin directing preparation of ordinance for the purchase of land on Pinnacle Hill for park and future reservoir purposes and it was referred to Finance Committee.

Councilman Milne's resolution for the extension of the trackless trolley route in Driving Park Avenue to connect with subway, to form belt line in that section of the city, was referred to Public Utilities Committee.

Completed a large volume of business relating to local improvements, purchase and sale of lands for municipal purposes, tax subdivisions and other municipal activities.

In addition, Mr. Story explained, the work of the bureau, which handles all engineering phases of the local improvement ordinances that come before the Council, will be facilitated and made more efficient by the reorganization meaning better co-operation with the Local Improvements Committee of the City Council, made up of Councilman Nelson A. Milne, chairman; Mayor Joseph C. Wilson and Councilman Chester A. Peake, it was pointed out.

Zoning Vote Postponed
In the absence of Mayor Joseph C. Wilson, who was confined to his home by illness, Vice-Mayor Isaac Adler presided. Action on the zoning ordinance, which includes the provision regarding the construction of apartments in East Avenue, was deferred until next week in the expectation there will be a full meeting of the Council to vote on the measure.

Councilman Milne introduced a resolution requesting preparation of an ordinance to widen Fitzhugh Street North, between Main and Allen streets. Vice-Mayor Adler referred the resolution to the City Planning and Zoning Committee, headed by Councilman Peake, and a report will be made later.

Councilman Milne said that the resolution contemplates only the setting back of the curbs four feet on each side to enable traffic to get through the heavy congestion in the street at times, and there is no purchase of property provided. He said that the pedestrian traffic in Fitzhugh Street is not comparable with the vehicular traffic and that the sidewalks can be narrowed without inconvenience to the public.

Ordinance Hearings Conducted
Public hearings were called by Vice-Mayor Adler on the ordinances for Whittier Park extension, Blossom Road widening, Carling Road asphalt pavement, Emerson Park cinder pavement, Laurel Street concrete pavement, Elmwood Avenue asphalt pavement, walks and sewer, amending Plymouth Avenue concrete pavement, Mount Hope Avenue asphalt resurfacing, sprinkling of streets for the 1929 season, Drexmore Road asphalt pavement, sewers and walks, Merlin Street concrete pavement and sewer, and amending Court Street asphalt pavement and resurfacing.

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STORY WILL ASK LOWER FIRE RATE

Preparing Data on Which to Seek Insurance Reduction from Underwriters

MEANS LARGE SAVING

City Hazard Much Reduced Since Last Survey Was Made in 1922

In an effort to save substantial sums to all property owners by a reduction of the basic fire insurance rate, City Manager Stephen B. Story, in conjunction with George J. Nier, commissioner of public safety, is preparing data up-

and get your free tree. Every customer. Be sure you get the fine Elm, the beautiful Rock of a real tree. You can buy a dozen, hundred or thousand. Drive out and select what you want, whether one or many. Many Other Items. Roses, Grapes and of All Kinds. Shade Trees, Shrubs, Fine Evergreens. SACRIFICE SALE

Bickford Bros. Co. 340 Monroe Ave. Rent For TENTS Estimate For

effectiveness of this work is already apparent. Commissioner Nier said, and the work will be carried to completion with vigor, and in a spirit of co-operation with the property owners, the commissioner says. He feels that this phase of the fire prevention work is only one of many that justifies a reduction in the basic rate.

Reduction Agitated
There has been considerable agitation for a reduction in the basic rate and the decision of the city to take up the movement is in accordance with the wishes of substantial property owners. The basic rate applies to modern fireproof structures that are in complete compliance with the underwriters regulations and added to the rate are such other amounts as the underwriters determine are warranted by hazards. The basic rate is fixed by a determination of numerous factors, and Commissioner Nier feels that the city has not been adequately treated in that no consideration has been given to betterments made here of immense importance, such as the motorized apparatus, electrified pumps and fire prevention activity.

The adoption of the new zoning ordinance is another factor upon which the city will base its claim for reduction of the rate and with the approval of the City Council of this ordinance City Manager Story will take the most energetic steps to protect the property owners' interests in the matter of equitable insurance.

Officials Oppose Removal Of Trees In East Avenue

Answer Objections of Those Fighting to Keep Apartments Off Street—Action on Zoning Ordinance Expected Monday at Council Meeting.

The Bureau of Parks, with the city administration, is opposed to removal of the picturesque trees that border East Avenue, whatever may be the outcome of the avenue's fight over proposed changes in the zoning ordinance.

Thomas P. Maloy, city forester, estimates, average about 50 or 60 years in age. They are mostly American maples and American elms. The forestry department, he said, is striving to preserve them in the best possible condition. He intimated it might be advisable to remove some of them, as they are planted a little more thickly than necessary.

Barring possible absence of councilmen, the new height, use, and area zoning ordinance is definitely scheduled for action in the City Council next Monday night, Mr. Story said. Because of the most question on East Avenue's future status, a full attendance of councilmen is desired, when the ballot is taken.

In their battle against apartment houses invading the neighborhood, property owners on the avenue between Alexander Street and Upton Park have advanced as one of their arguments that apartment houses would mean eventual widening of the street and removal of the trees, which constitute one of the avenue's principal charms.

"It would be a crime to remove these trees," said Mr. Maloy. "Though they are possibly not the best trees in the city of Rochester, they show up the best of any and make the most attractive approach to the city."

"Personally, I believe a high-class apartment building such as be more ornamental to the neighborhood than some of the disfiguring buildings that now stand there, such as the Warner observatory, but if the admission of apartment houses would be an opening wedge for widening the street I should strongly oppose the move."

The East Avenue trees, Mr. Maloy

East Avenue

East Avenue itself, just at this season of the year, makes its own eloquent plea for preservation in its integrity for the delight of future generations.

Members of the City Council, who in a measure are guardians of its destiny, are urged to walk or drive through its precincts before Monday evening—observe its stately homes, spreading trees, wide lawns, beautiful shrubbery and flower beds—and then ask themselves what will best save it from commercialism, from decay, from any development that will injure its aesthetic and scenic value.

East Avenue, from the civic point of view, is more than a city street. It is a park and thoroughfare combined and should be retained as such. Nobody would think of breaking up the wide sweep of greensward in Genesee Valley Park, or of cutting down the lilac bushes in Highland Park. That would be vandalism, and would be immediately condemned.

East Avenue also should be safeguarded as a beauty spot. Its charm and distinction always attract the attention of strangers and help in creating a favorable impression of the city. From that point of view it is a public asset, the value of which cannot be expressed in dollars and cents.

The present generation is merely its temporary custodian, responsible for conserving it for the benefit of posterity. Any scheme of development that threatens to mar its beauty, or turn it into merely a commonplace city street not to be distinguished from thousands of others in our American cities, should be rejected. Anything in the nature of an experiment the effect of which cannot be foreseen should be postponed. Mistakes made now cannot be corrected.

New policies can be adopted any time when it has been conclusively demonstrated that they are desirable. But once the character of the avenue as we know it today has been changed, there can be no turning back.

Lower Fire Insurance

Fire prevention measures have gone a long way in Rochester since the days when the insurance companies inserted their "blue slips" in Rochester policies requiring higher than normal rates because of the heavy fire losses in the city. It is just twenty years ago that the great Gibbs Street fire climaxed a series of conflagrations that alarmed the insurance companies

and created a public demand for improved fire fighting and fire protective measures.

Since then the city has steadily improved its record and last year it stood second among cities of the country in low fire losses. With this in mind City Manager Story is warranted in seeking a more favorable insurance rate on Rochester property.

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The contracting company today enjoined the city from continuing work on asphalt pavements in Outhillia and Orleans streets. If the Petrossi bid proves low on a pending contract for Gladstone Street, the company is prepared to serve an injunction in that case.

The Bureau of Purchase and Supply has thus far rejected three low bids by the Petrossi company on the ground of alleged irresponsibility as a bidder. The first rejection, on a contract for Baltimore Road paving, brought an injunction that is awaiting decision by Supreme Court Justice Willis K. Gillette.

The contracts for Outhillia and Orleans streets, in bids for both of which the Petrossi Company was low, were awarded last week to the second lowest bidders.

The successful bidder for Outhillia Street is the Rochester William Gillette Corporation, and for Orleans Street the Thomas Madison Company.

The injunctions were granted in Superior Court, attorneys for Petrossi. Decision in the latter case will settle both of the new cause orders.

The corporation counsel's office had its brief today for the city and Justice Gillette in the first case. The Petrossi Company's brief was in the judge's hands yesterday and a decision is expected in 10 days.

A meeting of the Bureau of Purchase and Supply tomorrow may bring a fourth injunction from Petrossi's lawyers, as it is reported the Petrossi Company's bid is low on the Gladstone Street contract, on the Gladstone Street paving also to be initiated tomorrow.

PURCHASE OF OLD FURNACE SITE ADVISED

Harbor Body Says Lake Land Held by Bausch Suitable for Dock Development

URGES DREDGING OUTFIT
Advocates City Have Own Equipment and Also Hire Consulting Engineer

Further development of the present harbor at the mouth of the Genesee River and acquisition of the old Genesee Blast Furnace property to that end, were recommended yesterday in a preliminary report of the Harbor Advisory Committee to City Manager Stephen B. Story.

The furnace property is now owned by William Bausch, secretary of the Bausch & Lomb Optical Company.

Members of the board are Harry C. Stevenson, Frank H. Macy, William J. Graham, Libanus M. Todd and Moss Mosely. Mr. Stevenson is chairman and Sidney A. Corkhill of the City Engineering Department acts as secretary. Mr. Story appointed the board on Jan. 23 under instruction of the City Council.

Advocates City Buy Dredge

Another recommendation was that the city acquire a "proper dredging plant" and auxiliary equipment to provide proper channel depths at all times. The board also advises that a competent consulting engineer be retained to work out details if its other recommendations are adopted.

Means should be adopted to attract to Rochester "package freight" as distinguished from bulk freight such as ore, grain, coal, etc., the report says. This commerce would consist largely of automobiles, manufactured products, flour, lumber and cement, as well as passenger service.

The present municipal dock on the east side of the river lacks depth of foundation to permit necessary dredging of the channel, the report says, and wharf and storage areas available are much too small to handle the business. The report continues:

"Upstream from this we find the Rochester Yacht Club property which extends to the R. W. & O. Railroad drawbridge. Between the drawbridge and the Stutson Street bridges is property of the N. Y. C. Railroad and the Charlotte sewage disposal plant.

"The Central property has a marginal dock which would have to be reconstructed to permit deeper draft. The storage tracks on the property would also have to be relocated to permit wharf space and freight shed. Above Stutson Street we find railroad property for some distance and then again high banks limiting extensive development.

Say Site Meets Needs

Several of these properties have been considered as a site for making an immediate improvement in order to care for the commerce which is now available. In deciding upon a location for such facilities consideration must be given to the element of time and cost, as well as to the matter of co-ordination with any plan for further development.

In our opinion, the furnace property meets all of the above requirements. It is situated more favorably for truck hauling to the business and industrial area of the city and has the added desirability of providing frontage wharf and storage space, as well as potential rail connections over and above that afforded at any of the other sites.

"We would recommend that the city acquire this property and take steps to provide for immediate utilization of as much of it as necessary for port purposes."

CALL TO FIGHT G. O. OUT TO MANAGER FORCES

By J. GODY WALLER

A call to city manager government forces to mobilize for the September primary was seen today in a declaration of the Women's City Club that nominations in the nonpartisan primary in September must be held above partisan politics.

Group meetings to build up a politician organization to combat the Republican organization in any attempt it may make to regain control of the city government have been held recently to choose a leader, but without success, according to those who have participated in them.

NIXON NONCOMMITTAL

"No independent or nonpartisan organization has been formed, so far as I know, to participate in the election this fall," said T. Carl Nixon, attorney and campaign manager in various Republican insurgent movements. He admitted attending some of the group meetings, however.

"I have heard some talk of a campaign to further the candidacies of some of the present councilmen. Whether such a movement will develop remains to be seen," he added.

Mr. Nixon further said he would not, under any circumstance, lead an independent movement against the Republican organization.

FAVORED BY REMINGTON

Thomas H. Remington, a former member of the Committee of 10, which supported the independent candidacy of William MacFarlane for Congress last fall, said he was not seeking leadership, either, although he believed there should be a movement to bring about re-nomination of Mayor William J. Bausch.

Isaac Adler, Edward P. Flynn and Harry C. Goodwin, four of the five councilmen at-large whose terms expire in December.

"It is purely my personal opinion that these men should be continued for another term," he said. "I do not speak for the Committee."

GILLETTE WILL DECIDE PAVING FIGHT ACTIONS

Ottillia, Orleans Injunctions Referred to Him by Rodenbeck — Decision Being Prepared.

Two more injunctions obtained by the John Petrossi Company against the city in the awarding of paving contracts were referred to Justice Gillette today by Justice Adolph J. Rodenbeck.

Arguments on the injunctions were to be heard by Justice Rodenbeck, but the matter was referred to Justice Gillette, who heard arguments on a similar injunction obtained two weeks ago by the Petrossi Company.

The injunctions enjoin the city Bureau of Purchase and Supply from awarding contracts to any company other than the Petrossi firm for improvements in Ottillia and Orleans streets.

Justice Gillette is preparing a decision on briefs filed in connection with a former injunction the Petrossi Company obtained to prevent award of a contract for Lattimore Road paving to the Roach-Thompson Corporation.

Carroll Roberts of Sutherland & Dwyer, lawyers for Petrossi, said today he had been instructed by Petrossi to ask a fourth injunction on the award of a contract for Gladstone Street paving to any firm other than his client.

In carrying out its contention that the Petrossi Company is not a responsible bidder, because of the charge of bribery pending against John Petrossi, the city has to date rejected four low bids by the company. On the first three, injunctions have been served.

The fourth injunction was served on the Petrossi Company yesterday.

ANOTHER WRIT FOR PETROSSI TO BE SOUGHT

Lawyers To Ask for Fourth Injunction After City Refuses Paving Bid

Application for another injunction restraining the city from letting the contract for the Gladstone Street pavement will be made today, following the action of the Bureau of Purchase and Supply yesterday in rejecting the low bid of John Petrossi. Attorneys for Petrossi previously have obtained three injunctions as a result of the refusal of the city to let contracts to him on his low bids.

Carroll Roberts of the law firm of Sutherland and Dwyer, counsel for Petrossi, said last night that it was his understanding that yesterday's Petrossi bid was rejected on the ground that it was informal, and not as in the case of the other three, on the ground that Petrossi was not responsible. In the event the refusal was because of an informality, Mr. Roberts said, it would be necessary to investigate what the informality was before action was taken.

Asked about the matter, Wendell E. Andrews, city purchasing agent, said Mr. Roberts was mistaken and that the contract was rejected on "exactly the same grounds as the previous ones, that Petrossi was not responsible." He said the mistake might have arisen through the clerk's writing "informal" on the blackboard through error.

In view of this explanation, Mr. Roberts will make no further delay in asking another injunction.

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Celebrated Collection of Nearly 400 Varieties Now Filling Air with Scent of Opening Buds, Stands as Monument to Late John Dunbar

By JULIA M. TRAVER

Lilac Sunday has been observed so long in Rochester that it has become an institution. It also has become noted throughout a wide area—so wide that people come from hundreds of miles on one Sunday in May to see these flowers of the Orient in blossom in Highland Park.

Usually Lilac Sunday comes the last Sunday in May, and this year, owing to the continued cold and cloudy weather, will be no exception. Late last week it was expected that with clearing and warm weather, the flowers would be at the height of their beauty by tomorrow, May 19, but it turns out otherwise. The weather has not been genial, the sun has kept its face hidden most of the time and there has been a persistent

Lilac Week Set by Mayor Wilson

In proclaiming a special Lilac Week for Rochester, Mayor Joseph C. Wilson said: "Rochester has developed a matchless collection of lilacs, comprising over 354 varieties and occupying eight acres in Highland Park.

"Since the number of persons who visited the park on Lilac Sunday in past years could not be conveniently accommodated in one day, I suggest that the week of May 19 to May 25, 1933, be designated as Lilac Week.

"I urge our citizens to view the lilacs during that week and to invite their friends to do so. It is a rare opportunity to see the same purposes. I also ask that posters, window displays and other means of public be used to disseminate knowledge of Lilac Week and to give it the same hour each night of Lilac Week.

The first Lilac Sunday was observed on May 27, 1906, so that the observance this year not only covers the anniversary of the first observance, but this is the 28th year.

Monument to John Dunbar

The lilac collection in Highland Park is in particular a monument to John Dunbar, so many years assistant superintendent of parks and arboreal culture for the city.

Three varieties of lilacs are planted in the park, and 31 of them were designated by Mr. Dunbar. Some of his originations are now among the most noted in the world. Speaking of Mr. Dunbar's work on the park, and more especially about the lilacs, Calvin C. Lane, a superintendent of parks in the city, said that Lilac Sunday should be a memorial to Mr. Dunbar because of the work he created, not only in Highland Park, but at Cobbs Hill, and in other places but in a great number of other things. True also in the Durand-Eastman, and in other parks.

Most persons have in their gardens two kinds of lilacs—the common purple, or mauve, which is reached in the course of the week so that Sunday, May 28, will really be the official Lilac Sunday. Those who go to Highland Park anytime in the week will find enough of beauty to satisfy their desires, for not only will lilacs be in blossom, but there also will be many other flowering shrubs and plants in full flower, making a gorgeous display.

Lilac Week will start tonight at 6:23 o'clock, when Charles B. Raitt, director of parks, will go on the air over Station WHAM and give a three-minute talk about the lilacs in Highland Park, the history of the flower, and its cultivation and propagation. He will speak at beds at their full beauty.

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The Bathing Beaches

The question of pollution of Lake Ontario water must by the nature of things be left to experts. Where there is disagreement, the opinion of the majority must be accepted. The report of Harrison P. Eddy, sanitary engineer, that there is no serious hazard to bathers in the lake water at the Rochester beaches completes a strong burden of evidence to substantiate the assurances of Health Officer Goler.

Mr. Eddy, who was requested by the city authorities to look into the situation, believes there is no need for the city to erect an expensive chlorination plant to treat the lake water during the bathing season. The plant would cost \$50,000 and the expense of operating it during the bathing season would add another \$15,000.

The city would do well to heed that portion of Mr. Eddy's report in which he advises that a comprehensive lake pollution survey be made during the summer months to decide the question beyond any possibility of doubt. Serious question was raised by medical men of reputable standing last Summer as to the condition of the lake water, and alarm was spread among bathers.

Whether political motives prompted the attack is beside the point. The question was raised and repeated again last Winter, and although the majority opinion is strongly indicative of the water's purity, a survey to decide the matter definitely is much to be desired. It would help to clear the whole problem of the city's sewage disposal methods.

NEED CHANGES IN ELECTIONS LAW OF CITY

City Council Will Be Asked To Approve Alterations That Will Facilitate Work of Board.

In preparation for Rochester's first non-partisan election, technical changes in the new local law governing it will be sought from City Council tonight by the law committee.

Corporation Counsel Clarence M. Platt said today the proposed alterations would not affect the law in its general application, but would merely facilitate the work of the Board of Elections, Vice-Mayor Isaac Adler, as chairman of the law committee, will ask the changes.

The first day for signing designating petitions for local offices this year is July 2, according to the 1929 political calendar issued today by Edward J. Flynn, Secretary of State.

This will be an important date for the Rochester public, as it will reveal the names of City Council candidates who, it is expected, will carry on a fight between two Republican candidates for control of the next city administration.

The week from Aug. 13 to 20 is established for filing the petitions of Elections of party positions to be filed. Aug. 23 is the final day to decline designations and Aug. 27 the last to fill vacancies after declination.

Is Important Year

With the future conduct of city manager government at stake, this will be an important political year for Rochester. The fall primary, coming September 17, will be the real battleground for the councilmanic offices.

In the county at large, the entire Board of Supervisors must be filled again, a superintendent of the poor elected and also a county treasurer. All five assemblies must stand the ballot test.

Two municipal court judges' terms expire this year and the offices must be filled in the election. They are Arthur L. Wilder and James P. O'Connor.

Three commissioners of education are also to be voted upon. Those whose terms expire are William B. Boothby, James P. B. Duffy and Mrs. Henry G. Danforth.

It was indicated at the office of the Board of Election today that the county's political calendar, including all polling places as well as information contained in the state calendar, will be issued within a month.

In the state at least 11 justices of the Supreme Court are to be elected.

Because central registration begins this year June 1 and continues up to and including September 10, all election supplies will be shipped out of Albany next week to the boards of election by secretary of state.

No change has been made this year in the number of signatures required on petitions designating candidates.

State and judicial conventions may be held as early as Sept. 25. In cities and villages of 5,000 or more population outside of New York City, which includes Rochester, registration is set for Oct. 11, 12, 18 and 19. In New York City, registration will be from Oct. 7 to 12.

For absentee voters, Oct. 6 will be the first day for filing affidavits for ballots and Oct. 19 the last day. General election falls on Nov. 5, with the polls open from 6 a. m. to 6 p. m., and Nov. 25 will be the last opportunity for candidates to file statements of expense.

To designate candidates, petitions must contain three per cent. of the enrolled voters of a party in a political subdivision.

For filing independent nominations, Oct. 11 is the last day to do so. Oct. 1 to 8 are set as the date for independent nominations, and Oct. 14 the last to fill vacancies on such nominations.

Vice-Mayor Swings Toward Opposition In Zoning Revision

Isaac Adler Announces Personal Attitude on Apartment House Issue Remains Same, But Is Swayed by Protest of East Avenue Property Owners.

The pendulum governing East Avenue's future status as a high-class residential district has apparently taken another swing today, this time indicating the entire area except Goodman Street will remain an exclusive E zone.

Councilmanic vote on the city's proposed new zoning ordinance, in which East Avenue is an important factor, has been twice postponed and is booked to come up at Council meeting tonight, though apparently not for a final vote, as had been anticipated.

Two weeks ago, five of the nine councilmen were reported to be in favor of making East Avenue a D zone giving apartment houses a potential entrance. Today the altered vote of one councilman has changed the status.

Adler Changes Vote

Vice-Mayor Isaac Adler, who was previously reported as a supporter for the D classification, said today that, while he has not changed his personal opinion in the matter, he believes the preponderant opinion of property owners in the district should be given weight.

The city planning and zoning committee of the Council, which has had the ordinance under advisement, is prepared to make its report tonight and is expected to recommend putting the entire East Avenue district bordered by University and Park Avenues, and by Alexander Street and Upton Park, in the exclusively residential E zone, with the single exception of Goodman Street.

A previous opinion of this committee, arrived at from conference with residents, was that a strip 200 feet on either side of East Avenue extending from Alexander Street to Upton Park should be left as an E zone and the rest of the district changed to "D" for the possible future admittance of multi-family dwellings.

Further Delay Expected

The amendment, if introduced tonight, may require two additional public hearings, which would again delay final action on the zoning ordinance at least two weeks.

Mr. Platt said he is planning a move to have all future changes in the zoning ordinance, as originally drafted, be made in the wording of the ordinance itself by resolutions, rather than by repeated changes in the maps. This would aid the engineering department materially, he said, and keep the maps in clean, undisturbed conditions.

A resolution is being prepared today by the corporation counsel's office for submission to the Council tonight, asking certain changes of words and punctuation in the ordinance.

FREY RESIGNS PLAN CHANGES AS CITY AIDE IN VOTING LAW

It was with reluctance that City Manager Stephen B. Story today announced the resignation of Frank Frey, architect, as member of both the City Planning Commission and Zoning Advisory Board.

Both boards are to pass out of the municipal scheme of government with the adoption of a new zoning ordinance. A new planning commission is to be set up and a board of appeals with zoning powers.

"I had hoped to continue Mr. Frey on the new commission," said Mr. Story, "but pressure of his own office compels him to relinquish his work for the city. He has been a very valuable servant under the new government."

Mr. Frey's letter of resignation follows:

"Pressure of my private business demands that I relinquish my connections with your Zoning Advisory Board and City Planning Commission. I thank you for considering me for both places, and had hoped to work with you indefinitely, but for the pleasure it gave me and for the service of our city.

"The demands of my office were conflicting with my service to you and the city, and reluctantly I find that I must place my own affairs first. If my business were depending on an organization rather than on myself I would continue.

"But as the situation is, I must ask that you accept my resignation from both boards at your earliest convenience."

Corporation Counsel Clarence M. Platt, who has given the zoning ordinance more attention than probably any other city official, in conjunction with Edward M. Bassett, New York zoning expert, remarked today it might not be an unwise move as some people have contended to keep the East Avenue section "bottled up" for the time being against apartment buildings.

If the rapid eastward growth of the city should eventually carry a commercial growth with it in that direction, and East Avenue should be required as a commercial street, he said, it would be better, in some respects, not to have had apartment houses preceding it.

On the theory that people when shopping prefer their stores close together, it would be inconvenient, he pointed out, to have to walk past a half block or more of apartment buildings to go from one store to another.

Favors Resolution

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COUNCIL VOTES BAN ON APARTMENTS IN EAST AVENUE AREA

Protest of Residents Sways Adler, Goodwin Against Ordinance to Allow New Construction COSTLY RESIDENCE SECTION SAVED BY 5-TO-4 DECISION

By HIRAM MARKS

Elimination of apartment houses in the East Avenue District was sustained by a vote of five to four at last evening's session of the City Council, which adopted the new zoning ordinance of far reaching importance in regulating the height, use and area of buildings in Rochester and bringing this city's zoning provisions in line with advancement made by progressive municipalities in the nation. The debate centered on the resolution offered by Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee, which placed the East Avenue District, with the exception of a tier of lots in North Goodman Street, near University Avenue, in the E classification, prohibiting the construction of apartment houses in this district.

The elimination of apartment houses was sustained by the votes of Mayor Joseph C. Wilson; Vice-Mayor Isaac Adler; Councilmen Edward P. Flynn, Louis S. Foulkes and Chester A. Peake. The negative votes were cast by Councilmen William F. Duran, Harry C. Goodwin, Joseph L. Guzzetta and Nelson A. Milne.

Discretionary Power Vetted
The original draft of the zoning ordinance, prepared by the city officials under the direction of City Manager Stephen B. Story and Harold W. Baker, commission of public works in conjunction with Edward Bassett, zoning expert of New York, placed the East Avenue District in the D classification, which made it discretionary for the Board of Appeals, established by the ordinance, to grant exemptions for the construction of multi-family structures under such regulations as it might impose as being in the best interest of the adjacent property and the city generally.

The City Planning and Zoning Committee, made up of Councilman Peake, chairman; Mayor Joseph C. Wilson; and Councilman Nelson A. Milne, in conjunction with the Zoning Advisory Board, conducted two hearings on the proposed zoning ordinance and discussion was confined almost exclusively to the zoning of East Avenue District, with reference of multi-family dwellings. There was a strong protest from property owners in East Avenue and adjacent streets and prominent counsel appeared in behalf of the residents and formal petitions were presented, opposing the D classification, and urging the placing of the section in the E zone.

Participating in these conferences were Walter Cassaber, who was retained by the city to prepare the use maps; Charles N. Munger, secretary of the Zoning Advisory Board, made up of A. A. Hopeman, chairman; Frank Frey, Clarence Livingston, Charles Carpenter and Howard Rupert, and Arthur Veder, secretary of the City Planning Commission, and although the ordinance is exhaustive in its scope and there was only one point raised and this concerned the elimination of apartments in East Avenue.

Report Reflects Hearings

When the matter was presented to the Council on report of the committee Councilman Peake explained that the report reflected sentiment expressed at the hearing and the resolution that was supplementary to the general zoning ordinance concerned only the residence of the East Avenue District, excepting the small section of North Goodman Street, in the E district. It was this resolution that was adopted by the divided vote, the general ordinance, including some technical changes, that were prepared by Corporation Counsel Clarence M. Platt, who was in charge of the legal phases of the ordinance, was adopted unanimously.

When Councilman Peake presented the resolution providing for the E classification for the East Avenue district, Councilman Louis S. Foulkes, of the East District, in which the section is located, expressed the hope that it would be passed. He said that he had been approached by a considerable number of residents in the section who have expressed a strong protest against permitting apartments in East Avenue at this time and he felt that it behooved the Council to abide by the wishes of the people directly affected by the regulation.

Councilman Nelson A. Milne, who did not sign the report of the committee recommending the change from the D to the E classification, asserted that there was considerable misapprehension by property owners about the scope of the D classification and he said that the Board of Appeals, set up by the ordinance, could be entrusted to protect the interest of the property owners as well as the city generally by its discretionary powers regarding the granting of permits for apartments. He said that the appearance, size, and location was under complete control of the Board of Appeals and expressed the opinion that the D classification adequately safeguarded the interests of all concerned.

He pointed to the fact that other sections were in the D classification, and he felt that the city should consistently treat the subject generally, not confine attention to the East Avenue District, and he added that in this district were people who could afford to retain lawyers to make appearance at the hearings.

Councilman Milne discussed the scope of the D classification, how permission to erect an apartment came only under approval from the Board of Appeals, how it was necessary to circulate petitions for signatures of property owners within a radius of 200 feet and he concluded that with these safeguards the ordinance as originally drafted should stand.

Vice-Mayor Adler declared that if sentiment among property owners in any other streets favored a change he would be greatly influenced by their wishes. The vice mayor further said: "It is a striking tribute to the work done in preparing the new zoning ordinance that the zoning effect, no criticism has been offered except in one particular, namely, the zoning of East Avenue from Alexander Street to Upton Park, and cannot resist this opportunity to say that the great benefit derived by the city from the employment of experts is well illustrated in this ordinance. It places the City of Rochester in the very front rank of American cities in its zoning provisions."

Adler Outlines Views
"The question which has been raised is whether East Avenue, between Alexander Street and Upton Park should be in D or E residence classification, which, otherwise stated, means simply should it be recognized as exclusively high class residence property, or should it be recognized as residence property in a state of transition?" "In view of the impressive showing made by those who live at the further end of the avenue and who think this beautiful thoroughfare will be spoiled if any part of it is placed in D classification, I have thought and study, and I cannot avoid the conclusion that the advantages of E classification as a standard in their own light, opposing an inevitable trend of progress and seeking to delay by years the natural development of this street."

Petition 'Overwhelming'
"Nevertheless, firmly as I am convinced that this section of East Avenue should be classified as D residential district, we are faced with an overwhelming petition on the part of the residents, both of the Avenue and of adjoining streets, asking for E classification. Even on the very section of the street in question, 13 of the 20 pieces of property involved, are definitely opposed to permitting apartment houses, possibly 10 are favorable, and one residential owner, two churches, two clubs and one divinity school are neutral so far as the evidence shows."

"It is possible, as the advocates of E classification say, that the time has not yet quite come for the change. It is possible also that a concerted effort may be made by those interested to clean up the bad spots and preserve the ancient beauty of the avenue. In any event, the vote of today is not irrevocable, and if the future develops as I anticipate, the time will not be called upon by the very people now protesting or their successors, to revoke the action of this evening respecting East Avenue."

"In view of the overwhelming expression on the part of the owners of the street, following the precedent which has wholly determined the action of this Council in the matter of local improvements, I have concluded to yield to the opinion of the great majority of those directly interested and cast my vote for classifying East Avenue and the adjoining streets, except Goodman, in the E district."

Goodwin Joins Adler

Councilman Harry C. Goodwin before voting in the negative asked several questions of Councilman Peake, who asserted in response to an inquiry that the committee was guided principally by the sentiment expressed at the hearings. Councilman Goodwin said that he felt with Vice-Mayor Adler that the property owners were not taking a position in accordance with their best interests but he could not find it possible to favor the resolution solely because of their strong protest against the D classification. He questioned Mr. Cassaber and was told by the zoning expert that he favored the change to the E classification at this time because of the views of the majority property owners directly affected. Mr. Goodwin wanted to know why a small section of North Goodman Street was placed in the D classification and was told that this was done because no opposition was expressed to it by the property owners in that thoroughfare.

Various phases of the zoning regulation were discussed and the ordinance as originally drafted should stand.

Vice-Mayor Adler declared that if sentiment among property owners in any other streets favored a change he would be greatly influenced by their wishes. The vice mayor further said: "It is a striking tribute to the work done in preparing the new zoning ordinance that the zoning effect, no criticism has been offered except in one particular, namely, the zoning of East Avenue from Alexander Street to Upton Park, and cannot resist this opportunity to say that the great benefit derived by the city from the employment of experts is well illustrated in this ordinance. It places the City of Rochester in the very front rank of American cities in its zoning provisions."

A majority of the property owners in the district protested against placing it in a transition zone. But what seems to have turned the scale in the council was the evident desire of the public at large to preserve the beauty of the street. It was especially feared, and with good reason, that coming of apartment houses and increased parking would lead to a demand for widening the street, with removal of its fine trees.

The Times-Union congratulates the City Council on giving heed to the public wish to preserve the attractive appearance of our finest residential street. The ordinance as originally drawn most fairly fitted the situation and he favored it because of this.

In casting their votes neither Mayor Wilson, Councilmen Flynn, Guzzetta or Duran made any comment.

Sprinkling to Cost \$38,000

Upon the recommendation of the Local Improvement Committee by a report read by Councilman Milne, chairman, the Council unanimously adopted an ordinance for the sprinkling for the 1928 season, at an estimated cost of \$38,000. The ordinance for Drexel Avenue, which, otherwise stated, means simply should it be recognized as exclusively high class residence property, or should it be recognized as residence property in a state of transition?" "In view of the impressive showing made by those who live at the further end of the avenue and who think this beautiful thoroughfare will be spoiled if any part of it is placed in D classification, I have thought and study, and I cannot avoid the conclusion that the advantages of E classification as a standard in their own light, opposing an inevitable trend of progress and seeking to delay by years the natural development of this street."

Upon the favorable report of the Law Committee, read by Vice-Mayor Adler, chairman, the Council adopted an amendment to the licensed occupation ordinance, which places stringent restrictions on the distribution of drugs, medicines and cosmetics in the city.

The Finance Committee, of which Mayor Wilson is chairman, favored authorizing Harold W. Baker, commissioner of public works, to sell garbage grease, without competition, and authorized Comptroller Clarence E. Higgins to renew \$750,000 in overdue tax notes and the Council ratified this action.

Dewey Resolution Delayed

Councilman Foulkes introduced a local improvement ordinance for Duke Street concrete pavement and Councilman Milne introduced ordinances for an asphalt pavement and walks in White Street and a concrete pavement, walks and sewer in Buffalo Road. Councilman Peake introduced an ordinance for an outlet sewer in Elmwood Avenue.

At the request of Councilman Goodwin a resolution directing the preparation of an ordinance for the asphalt paving of Dewey Avenue from Augustine Street to Knickerbocker Avenue was deferred for two weeks by Councilman Milne for the purpose of permitting property owners to express their views and endeavor to reach some agreement. A resolution by Councilman Peake directing the preparation of an ordinance for an asphalt pavement in Hilton Street was adopted as was a resolution by Councilman Milne directing the preparation of an asphalt pavement in Plover Street.

Mayor Wilson's resolution authorizing Comptroller Higgins to invest \$150,000 funds in the water sinking fund in Rochester securities was adopted.

NEW ZONING LAW CHANGE IS SOUGHT

Headley Asks Right To Build Apartment in Goodman St.—Cites Exemption Granted Club—Favoritism Charged.

Just as the controversy over East Avenue in its connection with the pending new zoning ordinance appeared hushed, a fresh movement was started today asking the council to grant another exemption to its action of Monday night before adopting the ordinance next week.

The plea was carried to Mayor Joseph C. Wilson and Councilmen Chester A. Peake and Harry C. Goodwin, by Arthur A. Headley, local builder and architect, who has been striving to erect an apartment building at North Goodman Street and East Avenue for 12 years.

Mr. Headley's chief grievance was that, when the council adopted a resolution to exclude apartments from the district, it made an exception in the case of North Goodman Street, yet he is prohibited from building at the corner on that same street.

The complaint said that if permitted to build an apartment there he would make it face on Goodman Street and would leave a 50-foot lot between the side of the building and East Avenue.

In case he is prohibited from doing so, Mr. Headley said, he will build a club on his property under the same conditions to be imposed on the Seneca Club which has permission to erect a clubhouse on the avenue.

"If the Seneca Club can locate on the avenue with more than 100 sleeping rooms," he said, "I can do the same or know the reason why. There appears to be a small ring holding the whip over this city administration and it is well that another election is not far off."

Mr. Headley returned from a European trip only this week to find the East Avenue hearings ended.

APPROVE ORDER FOR PIPES FOR AIRPORT DRAINS

Contract Awarded to Sole Bidder—Foundations for Test Flood-Lights Are Installed There.

Designing for runways at Municipal Airport will be provided for by an order, approved today by the Bureau of Purchase and Supply, for about 1,200 feet of metal drainage pipe. This will be the outlet for a drainage system to extend around the field.

The contract for pipe was awarded to Bashford-McCord Corporation, the only bidder, at a price of \$2,292. It is to extend from the transformer house to Scottsville Road.

This season's flying field improvements have progressed to the installation of concrete foundations for several test flood-lights which are to be scattered around the field for night illumination. Plans for a new hangar and extension of runways are still under preparation by the Department of Public Works.

Studying the Lilacs

In setting apart an entire week for the inspection of the lilacs in Highland Park this year, the park officials hit upon the one most feasible method of beating the weather in this most liquid of spring seasons. In the eight days designated as Lilac Week, it is virtually certain that one will be pleasant, a virtue that could by no means be predicted for one lonely Lilac Sunday.

The Highland Park lilacs have expanded to the point where they not only demand an entire week in their honor but where it might be profitable for the park department to provide guides to explain the beauties of the various varieties of blossoms. There are 384 varieties in the park, yet to the casual visitor one is much like another except in size and color and possibly in fragrance.

It would add a bit to the enjoyment of visitors, we believe, if the finer points of the different varieties were explained by a competent authority. The labels help, but it might help even more if, in addition to learning that a certain variety is a Ceanothus Thyrsiflorus, one were also informed that it was a native of Persia and that there was no other flower of this exact pattern anywhere else in the country. Why is one variety different from another, and who knows their various names? Even so prosaic a fact as the manner in which the different trees were brought to Rochester might add interest to the display.

Rochester has a remarkable asset in its lilacs; visitors, including Rochester people themselves, cannot know too much about them.

More Golf Room Needed

Rochester needs more golf room; there is no question about it. The rush to the links that has set in this Spring indicates that before the season is over facilities will be crowded as never before. At Durand-Eastman Park a few days ago, the line-up of golfers waiting to tee off resembled a midsummer holiday. This was partly owing to the fact that the Genesee Valley course had not been opened officially, but it indicates eloquently the increased interest in the game and the need for more accommodations.

The extraordinary growth of popularity of golf in recent years has faced most municipalities with a real problem. Few cities have parks ample enough for more than a limited number of golf courses, and land for the purpose is not easily available. Rochester has better fortune in this respect than most, yet even here it is not easy to see how the courses can be expanded without the acquisition of more land.

Durand-Eastman Park still has unused acres that could be converted into another nine-hole course to augment the present holes. In spite of all the difficulties in the way of using this land for the purpose, the proposal ought not to be permitted to lapse. Last year there was talk of surveying the park land again and devising a means for laying out the extra holes. That it would be a considerable task, and probably costly, is obvious to anyone, but it seems certain that the city will be compelled to make provision for the increasing hosts who wish to play golf and who naturally look to the city to provide the means.

CITY RENEWS \$700,000 WORTH OF 1928 NOTES

Baker Gets Right To Sell Garbage Grease without Asking Bids

SETTLING CLAIMS

East Avenue Apartments Construction Is Blocked

The City Council Monday evening went into what pugilists call a "clinch" with itself over the question of East Avenue zoning, and with characteristic dispatch threw itself instead of the question. The upshot of the vote, from a practical standpoint, will add up about as follows: nobody can erect an apartment house along the choicest stretch of East Avenue until the City Council changes its mind; the homes that are at present becoming obsolete in that area will continue to become more so unless restored by their owners; and finally, instead of practically insuring the continuance of East Avenue as a single or multiple dwelling thoroughfare, the street will be kept intact for individual residences.

One of the interesting parts of the evening's council performance was the address on the subject of East Avenue given by Councilman Adler. He voiced a very considerable number of intelligently arranged reasons why he should vote for limited apartment house construction and then fulfilled himself by voting exactly the other way, declaring naively that it was only the pressure brought upon him by East Avenue residents that led him to vote as he did. Adler brought out the very important fact that apartment house construction tends to check solid commercial exploitation. He said, properly, that East Avenue was in a transition state, which his friend Mr. Goodwin denied, and stated in essence that he expected the East Avenue people themselves to apply to have their rating changed back to a selective apartment basis within five years.

Councilman Milne pointed out the impropriety of giving a single section of the city such a freeze-out exclusiveness as the ordinance gives East Avenue, and said that certain other sections were not so favored with wealthy resident attorneys who could afford the time to fight for special privileges before the council.

The very important fact that Rochester needs more building enterprise and needs it badly was not a feature of the council discussion relative to the zoning of East Avenue.

All of the attempts to have the exact implications of the zoning policy explained for the benefit of the council and the audience seemed to be fruitless. Questions were asked, and upon receipt of technically worded answers, the questioners sat down in a daze. A bog of misunderstanding about the complicated statistics of zoning and classifications, a developed, and the only clear point in the discussion was that to vote for the ordinance meant apartment houses in East Avenue, by changing the rating of the area from an E to a D classification. E being rigidly reserved for single residences and D being selective in respect to apartments. It was comforting for some bystanders to reflect, however, that the council may change its mind on very short notice in connection with any of its zoning ordinance activities. The council killed the ordinance by vote of five to four.

A council meeting passing without some motorist receiving compensation for smashed springs or wheels.

NEW ZONING ORDINANCES ARE STUDIED

Rochester's Provisions To Harmonize With State Law

BOARD OF APPEALS

Council May Revise Zones at Will—Platt Active

Home owners, owners of commercial sites, and builders in all parts of the city are beginning to show considerable interest in the reports of changes in the city's zoning arrangements, and the import of the changes that are now in process are being studied closely. For some years Rochester has been operating under a special zoning law, being exempted from the operations of the state statutes covering the matter. Due to the fact that certain portions of the city's and state's provisions are inconsistent, and due to the fact that Rochester has not had an operative board of appeal these provisions have been made by the new ordinance terms. The city zoning laws, it is stated, are now coming into harmony with the provisions of state law.

The necessity for some sort of board of appeal which will permit any aggrieved party to secure relief direct from city representatives has been demanded for some time past. Now as always an injured property holder may protect himself by recourse to certiorari proceedings, but it has been felt that machinery should be provided whereby recourse to the courts for property owners may, in many cases, be avoided. The board of appeals, it is stated, will function to relieve undue hardship in "borderline" cases, where a property owner may have lands close to or directly on the edge of a zone. The board is designed to have powers to lessen of the rigidity of sharp zone lines in individual cases.

Heretofore, in certiorari proceedings, property owners other than the particular litigants have had no standing in court in matters covered by any particular writ of certiorari. By the establishment of a board of appeals all parties to any particular zone ruling may appear and object to any particular zoning application as affecting themselves.

The entire matter of the fixing of the zones will be in the hands of the city council, who will make their classified maps part of the council ordinances fixing the zone limits. These may be changed or revoked at any time by council ordinance, as the various building tendencies in the city develop. How far the matter of zoning will be related to city planning activities, however, is not yet known. It is being pointed out that at present the two functions bestowed on the council, to zone and to plan, are entirely separate, and that the city planning commission is carefully refraining from any zoning activity.

The preparation of the new zoning ordinance, under the new charter, has been carried on by Corporation Counsel Platt, in connection with the other city departments involved in the question.

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FIRE WRECKS MUNICIPAL AIRPORT

Manager and Pilot Burned in
Blaze Causing Damage
of \$20,000.

Two men were burned and an airplane and valuable equipment were lost in a fire which swept Rochester Airport in Scottsville Road today. Damage was estimated at \$20,000.

Officials blame the blaze was laid to an explosion resulting when an acetylene blow torch being used in the machine shop ignited benzol fumes.

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wheeling out the four planes inside. All but one were removed. This, Waco 10, belonging to Rochester Flying Service, caught fire and was destroyed.

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City Manager Story, Safety Commissioner Nier, Fire Chief Jaynes, Deputy Chief Smith, Police Chief Kavanaugh, Inspector Kavanagh and more than two dozen other fire and police officials were on the scene.

The hangar, without the valuable equipment, cost \$22,000 to erect. Three airplane motors, valued at \$5,000, were lost in the machine shop. Tools and machinery lost were valued at another \$5,000. Value of gasoline and oil which was burned was not estimated.

Valuable Equipment Lost; City Will at Once Rebuild and Install Large Tank To Provide Water Supply, Says Story

Gasoline fumes ignited by a blowtorch used by two mechanics in the workshop of the Rochester Airport caused an explosion at 10:45 o'clock yesterday morning which severely burned the men, destroyed an airplane, and caused property damage to the hangar, equipment in the workshop, and to an adjacent building totaling approximately \$20,000.

The gasoline fumes made a spectacular blaze and the firemen under the direction of George J. Nier, commissioner of public safety, had a lively time until a stream of water was pumped 6,000 feet to extinguish the flames.

paired, and provision made for a water supply to lessen the fire hazard caused by the distance from the city's facilities. At work in the shop at the time were Walter Hutchings, manager of the Rochester Flying Service, Inc., which operates from the airport, and Guy Stratton, a pilot. Both were burned about the hands

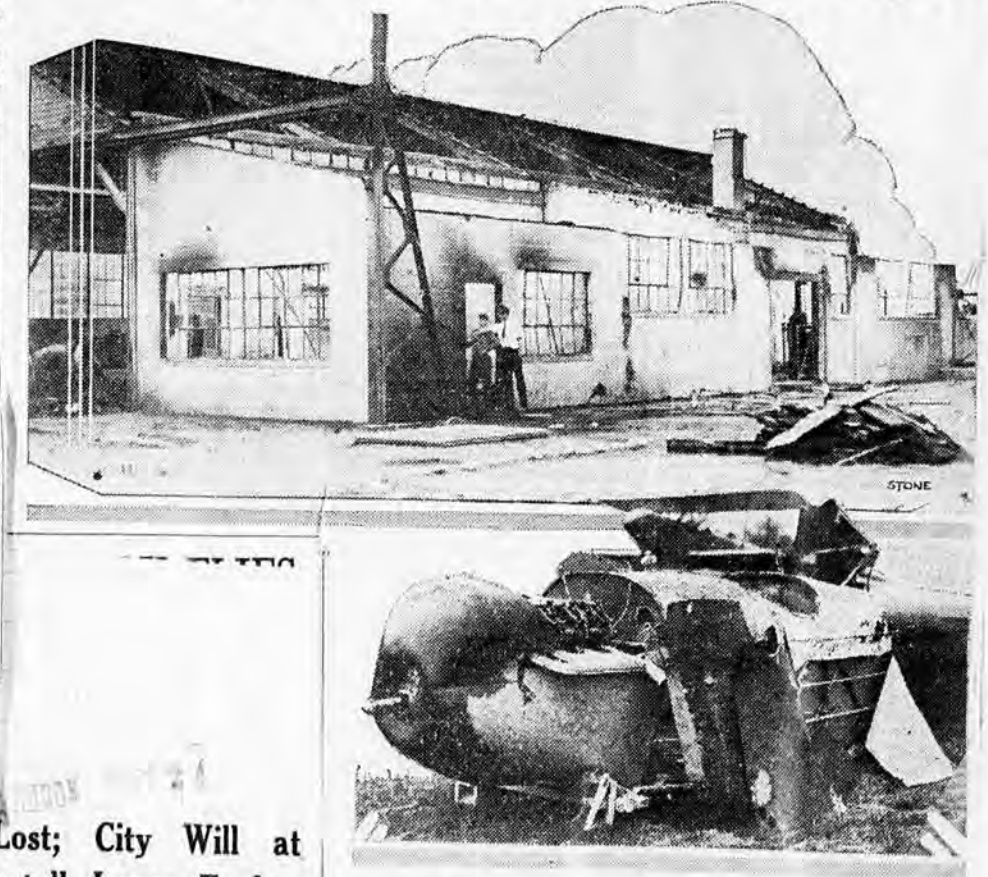
Plane Badly Burned

All but one of the four planes in the hangar at the time were saved by Hutchings, Stratton, and Miller. A fourth, a Waco 10, belonging to the Rochester Flying Service, caught fire before it could be wheeled out, and was virtually destroyed. Smoke and flames rose high in the air, and several thousand people were attracted to the blaze. Police under Commissioner Nier had difficulty keeping the spectators at a safe distance from the blaze and the danger of further explosions. Chief Frank A. Jaynes responded to the second call for apparatus. Several firemen narrow-

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Commissioner Baker, upon completing the survey of the damage, said that the reconstruction would start as soon as possible. The work of cleaning up the debris started immediately. The fire loss was confined principally to the roofs of the hangar and the adjoining structure, which houses the office, work shop, and storage facilities at the airport. The loss was swelled by the damage to the equipment. Commissioner Baker said that the buildings at the airport were constructed with the view of confining loss, in the event of fire, to the roofs, and this was what happened in yesterday's

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Firemen did excellent work under the handicap of lack of water on the grounds, a line of hose being run to the Barge Canal and a number of engines used to maintain pressure.

No insurance was carried by the city. This is not unusual for municipalities or some of the larger industrial enterprises, it being considered that where risk is distributed over a large number of more or less widely scattered property holdings, it costs less to assume that risk than to pay premiums.

Naturally, the question has been raised as to why no provision had been made for fighting fire. The explanation offered is that the haste with which the airport was made ready for use last year and the distance of over a mile from the nearest city water main caused installation to be deferred.

Bridge Over Canal In Mt. Hope Avenue Held Inadequate

New Cantilever Structure 40 Feet Wide Is
Urged by State and City Officials—
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This Year, Proponents Say.

A new steel cantilever bridge over the Barge Canal at the south end of Mt. Hope Avenue is being urged at Albany. It will cost about \$110,000.

The project has been recommended to the State Department of Public Works by Howard Smith, divisional state engineer of canals and highways here.

The present bridge is inadequate, being only 19 feet wide according to Mr. Smith, who says a new bridge is inevitable. It is doubtful if the project will find a place on this year's bridge program. Mr. Smith has hopes of starting its construction next year, possibly in the winter.

This new bridge is advocated also by the city engineering department in connection with the forthcoming reconstruction of Mount Hope Avenue as far as the city line at the Barge Canal. Henry Hope, city engineer, said the new pavement would be constructed with approaches for the new bridge.

At present pedestrians are forced to use the traffic lane on the narrow steel arch bridge. Traffic width of 40 feet, corresponding with the width of Mt. Hope Avenue, is recommended for the new

Wider Road Bridges Needed

Rapid growth of demands upon the highway system is shown by the need of a new bridge over the Barge Canal at the south end of Mt. Hope Avenue.

When that bridge was built, not so many years ago, its width of 19 feet was greater than that of the pavement of the highway leading up to it. Now a width of 40 feet on both sides is talked of and will no doubt soon be attained. That, at least, is the width set for Mt. Hope Avenue and the West Henrietta Road will assuredly be more than 19 feet wide.

So the bridge, which structurally is no doubt as sound as when first erected, must be replaced to avoid creating a bottle neck on the highway. There are a number of other bridges in the county which require replacement by wider structures.

This is an unsatisfactory situation. The fire and the difficulty encountered in fighting it illustrate the way in which things frequently go wrong when an undertaking of a new character is hurried through under stress and pressure. Airports, of course, are a new thing for cities; they are commonly beyond the reach of the ordinary city services, such as water supply and paved streets; standards of construction have not yet been established.

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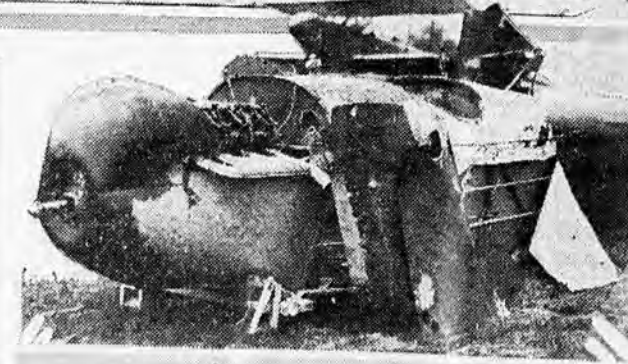
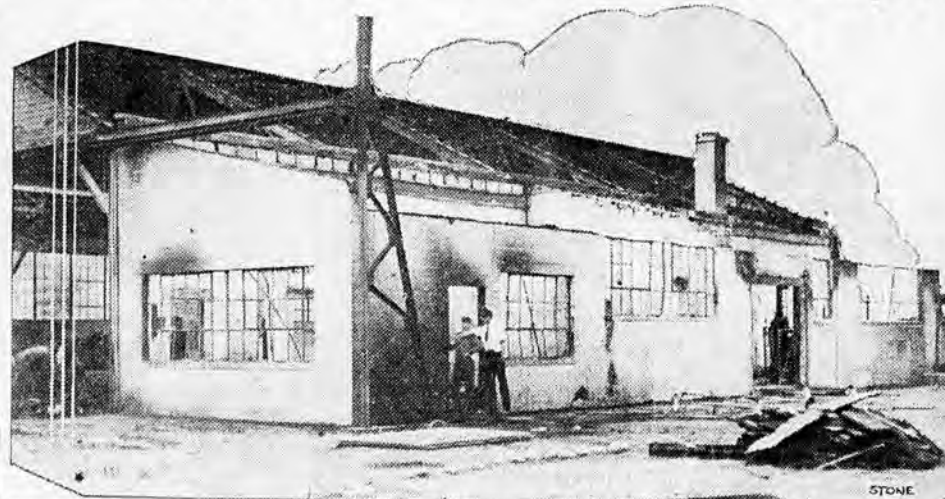
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blaze. The hangar's roof trusses were designed with twice the strength that was necessary to carry the span and they withstood the blaze and were not warped, Commissioner Baker said. The men were handicapped by lack of an immediately available water supply and Commissioner Nier supervised the laying of more than a mile of hose and the locating of the five pumps that were used to force the water through the hose. Twenty-five minutes after the stream was turned on, the fire was under control, and Commissioner Baker said that splendid work was done by the firemen, in keeping down the damage and preventing explosion of the gasoline supply. Hutchings and Stratton were forced to jump through a window to escape greater injury.

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BIG GROWTH PREDICTED FOR CITY

Water Project Based on Population of 760,000 in Next 30 Years—Need of Regional Plan Shown by New York Proposal.

By Alice E. K. Wood
Rochester's plans for water supply envision in 30 years a city of 760,000 people and a community of 1,000,000.

Definite engineering estimates have been made for a growth some people are still apt to regard as visionary and fantastical.

But they have been made not alone for Rochester. New York City's regional plan, details of which are to be announced Monday night, provide for a similar increase in population in a like period.

In Hazen and Eddy's 1928 report on Rochester's water supply, they declare the average growth of a city is 3 per cent a year compounded annually.

"It is not prudent to assume a lower rate," they say, "though plans should be made so it will not embarrass a municipality, if the rate is either more or less rapid."

Must Supply Towns

But it is assumed that water should be furnished not only to Rochester but to the surrounding communities as well, such as Honeye Lake, Henrietta, and North Bloomfield on the route of the pipeline from Honeye Lake to Rochester.

It is in these outlying communities, especially those adjacent to the city, where enormous growth has taken place in the last few years. The average development of the towns of Brighton, Irondequoit, Greece, and Henrietta in the five years from 1920 to 1925 was 90.75 per cent, according to the Community Survey recently completed by the Chamber of Commerce Industrial Development Bureau.

It is fair to assume that this rate of growth has kept up in the last four years, which would give them a present population of about 40,000.

As most of their residents work in Rochester or have close business dealings with the city, it gives a total population of approximately 32,000, not within the city limits themselves but in the actual business and residential community the heart of which is the falls of the Genesee.

Regional Plan Needed

Tendency of population in New York State, it has proved, is toward suburban districts with increasing attention being paid to rapid and easy means of transportation to the business and industrial center. Though Rochester itself will probably grow considerably, it doubled its size from 1900 to 1925 and grew faster in that period than either the United States as a whole, New York State or Monroe County, it is probable the suburban districts will grow at a much more rapid rate and it is for this development that a regional as well as a city plan is badly needed.

Thirty years will probably bring as many changes to modern life as the first section of the 20th century has seen. It is not fantasy, say those interested in regional planning, that by 1950 there will be a large number of populous residential communities surrounding the city, connected with the city's water and sewage system, and tied to the industrial heart by many great arteries of transportation, rail, and even plane.

To plan for this, to make it ordered growth in which life for everyone may be just as pleasant as possible and the minimum is sacrificed to the needs of industrial civilization, is the task of the regional planning commission. That the plans can be executed with less cost and trouble than evils of haphazard growth can be corrected, is assured by all planning experts.

PETROSSI WINS PAVING SUIT BUREAU MUST ACCEPT HIS BIDS ON JOBS

Decision Halts Work on Four Contracts; Rejection Lawless, Court Says.

After innumerable rebuffs at the hands of the City Bureau of Purchase and Supply, the John Petrossi Company, Inc., of which John Petrossi, indicted for bribery, is president, won an important victory today in its fight with the city to be recognized as a competent bidder on street improvement work.

In a decision handed down by Supreme Court Justice Gillette, the Bureau is ordered to accept the Petrossi company's low bids for paving Lattimore Road, Orleans, Ottilia and Gladstone Streets. Work on all four streets has been tied up by injunctions, pending Justice Gillette's decision.

The Petrossi bids on the four streets had been rejected, along with several earlier bids on other improvements, on the ground that the company was "morally irresponsible" pending the disposition of an indictment charging its president with having bribed a city street inspector.

A jury disagreed on the first trial of the case, and Petrossi is awaiting retrial, possibly at the June term of County Court.

Upon being informed of Justice Gillette's decision, City Manager Story announced an appeal would be taken immediately to the Appellate Division of Supreme Court, and higher, to the Court of Appeals, if necessary. The Appellate Division reconvenes here June 3, for a week's session.

WORK ON TWO JOBS HALTED

Work on Orleans Street, the contract for which was given to the Thomas Holohan Company, and in Ottilia Street, given to the Rochester Willite Corporation, had been started when the Petrossi company enjoined the city. It was stopped when the injunctions were issued.

In his decision, Justice Gillette goes to some length to define responsibility as adopted in an ordinance by the City Council in March, 1928, in regard to the "lowest responsible bidder."

The ordinance, he says, by specifying the four grounds for which a bidder shall not be considered responsible, has limited the determination of a bidder to irresponsible to these four grounds and has excluded any other possible ground for considering him irresponsible.

REFUSES TO MAKE LAW

"If the Council had intended the ordinance defining a responsible bidder to include moral turpitude or dishonesty," he adds, "it would have been easy to have said so and to have expressly included it in the ordinance defining responsible bidder, and its failure to include it indicates that its exclusion was intended, and the court refuse to insert such a provision in the ordinance, on the ground that it has no power to make such judicial legislation."

"The fact that John Petrossi has been indicted," the opinion continues, "creates no presumption of guilt against him or the corporation which he is alleged to control, for the legal presumption of innocence survives the finding of an indictment, arrest, arraignment and trial of the action; and continues until a jury has rendered a verdict."

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REJECTION BREAKS LAW

"An arbitrary determination by a purchasing agent to accept a bid higher than the lowest responsible bid, without any facts justifying it, cannot have the effect of a judicial determination and must be denounced as a palpable violation of the law."

"Under the provisions of the City Charter, the city purchasing agent is an administrative officer. Not only was the determination of the city purchasing agent based upon a ground unauthorized by the ordinance, but it was based upon a wholly false conception of the fact of filing of an indictment. The city purchasing agent apparently, from these facts determined that one of the officers of petitioner was guilty of bribery. The conclusions of the purchasing agent were wholly erroneous as a matter of fact."

CLIFTON-TROUP CONDEMNATION PROPOSAL NEAR Work Of Repairing Airport Under Way;

City Council Expected To Institute Proceedings Tonight To Claim Land for Street Connections

Formal condemnation proceedings against property needed by the city for direct connection of Clifton and Troup streets are expected to be instituted tonight by City Council.

Councilman Chester A. Peak, chairman of the city planning and zoning committee, had an ordinance ready for introduction directing the corporation counsel to start such proceedings with a view to buying the land at the figure placed on it by the Real Estate Board of Rochester, rather than the price asked by the owners.

The property required is on the southeast corner of Troup and Prospect streets, and the northeast corner of Clifton and Prospect streets, and the northwest corner of Clifton and Prospect streets. The owners are Tony Deconstruction, said, said, Angelo Venniro and Frank Scialdone.

The price asked for the land was \$100,000. Two alternatives are under consideration, a standpipe, or a fire pump in the basement, with underground storage tanks for water. Real Estate Board and the Council recently rejected the proposal of the owners.

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NON-PARTISAN ELECTION FIGHT ON TONIGHT

By J. CODY WALLER
First open clash of the non-partisan election advocates with the Republican organization over preparations for the September primary was promised for tonight's City Council meeting.

The non-partisan election forces were to be led by City Councilman Goodwin, against a program to concede to Election Commissioner Nichols authority for employing two extra election inspectors for each of 239 districts in the city on primary day, and 260 districts on Election Day, all to be named by the county chairmen of the Republican and Democratic parties, and equally divided.

It was possible there would be a contest over having the names of the ten-councilman candidates on the machine, according to a rotation scheme defined by the non-partisan election law of the charter.

This scheme would have the city divided into ten districts, with each district presenting a different base connection of Troup and Clifton and would name that in some way.

men nominated in the primary would be first on the machine.

This arrangement was devised by the non-partisan government advocates to prevent the political candidates which, through selective numbering, would be for party supporters to fit. The program of the Law Code of the Council was prepared to concede to Election Commissioner Nichols authority for employing additional inspectors for election day. As each police worker is in political circles as good

Work Of Repairing
Airport Under Way;
Changes To Be Made

Provisions For Erection of Second Hangar Are Planned—Officials Unleashed On What Arrangement to Make For Fighting Future Fires.

Repair of damage caused at Municipal Airport by last week's fire was begun this morning under supervision of the Department of Public Works.

If materials are available, it is expected the hangar will be fully restored in three weeks.

Modifications will be made in the lean-to, which was destroyed, to make it conform to plans for a new hangar to be built soon. It will be more fire-retarding than the old lean-to, John Lewis, superintendent of maintenance and construction, said.

Provision for future fire protection at the airport is undecided, he stated. Two alternatives are under consideration, a standpipe, or a fire pump in the basement, with underground storage tanks for water.

Mr. Lewis is inclined to favor the latter method. "An elevated water tower," he said, "is a menace to the city at night flying, and it would have been not yet been drawn."

ELECTION LAW SCHEDULED FOR COUNCIL TALK

Clash Looming Between Factions on Questions of Inspectors and Order of Candidates on Machines

The new non-partisan election law which is to govern Rochester's voting this year for the first time was to be the target for discussion by City Council members tonight, according to City Hall forecasts.

A clash loomed between the non-partisan advocates and partisan cohorts over at least two phases of the law which are the subject of recommendations for technical changes, to be introduced by the council's law committee.

One question is that of employing two additional election inspectors for each district in the city. The other concerns the order in which council candidates' names will appear on the voting machines.

To Lead Argument

Councilman Harry C. Goodwin is expected to lead the argument for the non-partisan forces. These and about eight other technical changes were to have been recommended to council last week but were postponed. The alterations are ostensibly intended to oil election machinery for H. Alden Nichols, election commissioner.

The proposed additional election inspectors would be named by the Republican and Democratic county chairmen. The non-partisan group opposes their appointment.

There are 239 districts in the city for a primary election and 260 for a fall election. It will probably be contended by non-partisan government advocates that the large number of inspectors would carry too much partisan weight among their friends towards swinging votes.

The group headed by Mr. Goodwin was prepared also to raise objection to a change from the rotation scheme of listing Council candidates on the voting machine. Under the present provision each candidate nominated in the primary would have his name first on the list in one of the 10 districts into which the city would be divided for the purpose, and all their numbers would be shifted.

Non-partisan advocates worked out this plan to prevent party groups from recommending to the voters certain numerical combinations to be voted for. Mayor Joseph C. Wilson and Vice-Mayor Isaac Adler were understood to be striking out the plan. The law committee suggests dropping it. Mr. Goodwin will object.

Zone Ordinance Voted

Final vote on the height, use and area zoning ordinance is scheduled for tonight, and Mayor Wilson is expected soon to appoint a board of appeals and a new city planning commission to take the place of the Zoning Advisory Board and the present City Planning Commission which will pass out of office with approval of the ordinance.

A complaint coming from Arthur Headley against the provision affecting East Avenue, ruling out apartment houses, is not expected to hold up passage of the ordinance. Mr. Headley wishes to construct an apartment building at the corner of East Avenue and Goodman Street, and bases his complaint on the fact the council will permit apartments in North Goodman Street and yet prohibit him from building on that street when his lot also touches East Avenue.

Mayors of Rochester Have Faces Freshened by 'Beauty Specialist'



Jessie M. Youngs at work at the City Hall restoring the portrait of Jonathan Child, first Mayor of Rochester.

Presently They'll All Be Hung—That Is, Their Portraits Will Be—in Council Chamber, Where They Can Keep Tabs on City Government

Changes are being made in the portraits of mayors in the City Hall. They are all to be hung, it is understood, in the Council Chamber, so that from the canvases they may all look down on the councilmen now acting where they once held sway.

Before the final placing of the framed mayors, each is receiving a freshening touch. In life, probably, not one of these city "fathers," especially those of more puritanical days, would submit to the beauty specialist. Such vanity would have been bad enough for even the women, but today they are being rouged and given a touch over the mouth like that of the flapperish lipstick. Their clothes are being glossed over and their shoes "shined," while cheeks grow bright and eyes are lifelike under the brush of Jessie M. Youngs, known to artists as "re-creator."

Man with the Bouquet
The portrait of Mayor Parsons, state senator, and mayor for more terms than any other man in Rochester's history. In this picture, he wears the flowers on his lapel so habitually worn that he gained the name of "the man with the little bouquet."

"Of all the men I ever photographed, I think Mayor Parsons was the easiest," the late James B. Farquharson said one day, asked about his experiences with human nature, at his gallery in East Avenue. "He let me pose him exactly as I liked. He had no objections to offer."

There is a resemblance between the painting of Mr. Parsons and his daughter, Ethel, Mrs. Frank C. Trotter, who now lives in her old home, in Arnold Park.

Only Limits Defined
Justice Gillette continued in part: "The ordinance by specifying the four grounds of which a bidder shall not be considered responsible has by well-recognized rules of construction limited the determination of the bidder's responsibility to these four specified grounds and has excluded any other possible ground for considering a bidder as irresponsible."

"If it was the intention of the Council in adopting this ordinance that the bidder might be considered irresponsible because of any fact or circumstance which the compiler of the ordinance might arbitrarily take into consideration, there was no occasion and no reason for setting forth in detail in the ordinance the four specific grounds for which a bidder should not be considered responsible."

CITY LOSES COURT TILT TO PETROSSI

Low Paving Bids Tossed Out Illegally, Justice Says in Quoting Ordinance

STORY ORDERS APPEAL

Officials To Fight Ruling on 4 Street Contracts to Court of Appeals

That the city was not within its legal province in rejecting the low bids of the John Petrossi Company for the paving contracts of Lattimore Road and three other streets was the finding of Supreme Court Justice Willis K. Gillette in a mandamus action to compel the Bureau of Purchase and Supply to award the contract to the Petrossi firm.

The city will take an immediate appeal from the decision and Deputy Corporation Counsel George P. Draper, at the direction of City Manager Stephen E. Story, will endeavor to have the Appellate Division hear the appeal in the June term so that there will be as little delay as possible in the improvement of the streets.

'Responsibility' Is Argued

The mandamus action of the Petrossi Company largely concerned a definition of the lowest responsible bidder as provided in the ordinance governing the award of improvement contracts of the city. Eugene J. Dwyer of the law firm of Sutherland & Dwyer, attorneys for the company, contended that the question of responsibility concerned only financial ability to perform the work, while the city contended that responsibility concerned a much broader phase, including moral turpitude.

It was contended by the city that the Petrossi Company and John Petrossi, who was indicted for alleged bribing of a street inspector, were the same, and while it was admitted that the Petrossi firm was financially responsible it was contended that the city had the right to determine its responsibility on other grounds, and that the rules of evidence in a criminal court, that a man is presumed to be innocent until he is proven guilty, did not apply.

Mr. Dwyer contended that the question of responsibility flowed directly to financial considerations and that other matters raised by the city under provisions of the ordinance and in the rules established by the courts were extraneous. Justice Gillette upheld this position as a contractor superintendent on work similar to that specified in the contract.

"If the bidder at the time the bid is submitted has completed work for the City of Rochester which has exceeded the contractual time for completion."

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BIG GROWTH PREDICTED FOR CITY

Water Project Based on
Population of 760,000 in
Next 30 Years—Need of
Regional Plan Shown
by New York Proposal.

By Alice E. K. Wood

Rochester's plans for water supply envision in 30 years a city of 760,000 people and a community of 1,000,000.

Definite engineering estimates have been made for a growth some people are still apt to regard as visionary and fantastical.

But they have been made not alone for Rochester. New York City's regional plan, details of which are to be announced Monday night, provide for a similar increase in population in a like period.

In Hazen and Eddy's 1926 report on Rochester's water supply, they declare the average growth of a city is 3 per cent a year compounded annually.

"It is not prudent to assume a lower rate," they say, "though plans should be made so it will not embarrass a municipality, if the rate is either more or less rapid."

Must Supply Towns

But it is assumed that water should be furnished not only to Rochester but to the surrounding communities as well, such as Homeoye Falls, Henrietta, and North Bloomfield on the route of the pipeline from Homeoye Lake to Rochester.

It is in these outlying communities, especially those adjacent to the city, where enormous growth has taken place in the last few years. The average development of the towns of Brighton, Irondequoit, Greece, and Henrietta in the five years from 1920 to 1925 was 90.75 per cent, according to the Community Survey recently completed by the Chamber of Commerce Industrial Development Bureau.

It is fair to assume that this rate of growth has kept up in the last four years, which would give them a present population of about 40,000.

As most of their residents work in Rochester or have close business dealings with the city, it gives a total population of approximately 372,000, not within the city limits themselves but in the actual business and residential community the heart of which is the falls of the Genesee.

Regional Plan Needed

Tendency of population in New York State, it has proved, is toward suburban districts with increasing attention being paid to rapid and easy means of transportation to the business and industrial center. Though Rochester itself will probably grow considerably, it doubled its size from 1900 to 1925 and grew faster in that period than either the United States as a whole, New York State or Monroe County, it is probable the suburban districts will grow at a much more rapid rate and it is for this development that a regional as well as a city plan is badly needed.

Thirty years will probably bring as many changes to modern life as the first century of the 20th century has seen. It is not fantasy, say those interested in regional planning, that by 1960 there will be a large number of populous residential communities surrounding the city, connected with the city's water and sewage system, and tied to the industrial heart by many great arteries of transportation, rail, and even plane.

To plan for this, to make it ordered growth in which life for everyone may be just as pleasant as possible and the minimum is sacrificed to the needs of industrial civilization, is the task of the regional planning commission. That the plans can be executed with less cost and trouble than evils of haphazard growth can be corrected, is assured by all planning experts.

PETROSSI WINS PAVING SUIT BUREAU MUST ACCEPT HIS BIDS ON JOBS

Decision Halts Work on Four
Contracts; Rejection Law-
less, Court Says.

After innumerable rebuffs at the hands of the City Bureau of Purchase and Supply, the John Petrossi Company, Inc., of which John Petrossi, indicted for bribery, is president, won an important victory today in its fight with the city to be recognized as a competent bidder on street improvement work.

In a decision handed down by Supreme Court Justice Gillette, the bureau is ordered to accept the Petrossi company's low bids for paving Lattimore Road, Orleans, Ottila and Gladstone Streets. Work on all four streets has been tied up by injunctions, pending Justice Gillette's decision.

The Petrossi bids on the four streets had been rejected, along with several earlier bids on other improvements, on the ground that the company was "morally irresponsible" pending the disposition of an indictment charging its president with having bribed a city street inspector.

A jury disagreed on the first trial of the case, and Petrossi is awaiting retrial, possibly at the June term of County Court.

Upon being informed of Justice Gillette's decision, City Manager Story announced an appeal would be taken immediately to the Appellate Division of Supreme Court, and higher, to the Court of Appeals, if necessary. The Appellate Division reconvenes here June 3, for a week's session.

WORK ON TWO JOBS HALTED

Work on Orleans Street, the contract for which was given to the Thomas Holohan Company, and in Ottila Street, given to the Rochester White Corporation, had been started when the Petrossi company enjoined the city. It was stopped when the injunctions were issued.

In his decision, Justice Gillette goes to some length to define responsibility as adopted in an ordinance by the City Council in March, 1928, in regard to the "lowest responsible bidder."

The ordinance, he says, by specifying the four grounds for which a bidder shall not be considered responsible, has limited the determination of a bidder to irresponsible to these four grounds and has excluded any other possible ground for considering him irresponsible.

REFUSES TO MAKE LAW

"If the Council had intended the ordinance defining a responsible bidder to include moral turpitude or dishonesty," he adds, "it would have been easy to have said so and to have expressly included it in the ordinance defining responsible bidder, and its failure to include it indicates that its exclusion was intended, and the court refuse to insert such a provision in the ordinance, on the ground that it has no power to make such judicial legislation."

"The fact that John Petrossi has been indicted," the opinion continues, "creates no presumption of guilt against him or the corporation which he is alleged to control, for the legal presumption of innocence survives the finding of an indictment, arrest, arraignment and trial of the action; and continues until a jury has ren-

dered a verdict. There is no claim that the petitioning corporation has ever been charged with any crime.

"In my opinion, under all circumstances, the rejection of the bid of the petitioner and the acceptance of one higher, was arbitrary and illegal and the remedy of the petitioner against the city is through a peremptory mandamus order, as it has no claim for damages for breach of contract.

"In rejecting the petitioner's bid on the grounds of irresponsibility, no judicial determination was made. There was no hearing, no trial, no production of evidence and no determination after a hearing, as to the responsibility of the bidder, and the determination of the purchasing agent was not judicial in character, but merely administrative and ministerial.

REJECTION BREAKS LAW

"An arbitrary determination by a purchasing agent to accept a bid higher than the lowest responsible bid, without any facts justifying it, cannot have the effect of a judicial determination and must be denounced as a palpable violation of the law."

"Under the provisions of the City Charter, the city purchasing agent is an administrative officer. Not only was the determination based upon a ground unauthorized by the ordinance, but it was based upon a wholly false conception of the fact of filing of information and the filing of an indictment. The city purchasing agent apparently, from these facts, determined that one of the officers of the Petrossi company was guilty of bribery. The conclusions of the purchasing agent were wholly erroneous as a matter of law."

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NON-PARTISAN ELECTION FIGHT ON TONIGHT

By J. CODY WALLER

First open clash of the non-partisan election advocates with the Republican organization over preparations for the September primary was promised for tonight's City Council meeting.

The non-partisan election forces were to be led by City Councilman Goodwin, against a program to concede to Election Commissioner Nichols authority for employing two extra election inspectors for each of 239 districts in the city on primary day, and 260 districts on Election Day, all to be named by the county chairmen of the Republican and Democratic parties, and equally divided.

It was possible there would be a contest over having the names of the ten-councilman candidates on the machine, according to a rotation scheme defined by the non-partisan election law of the charter.

This scheme would have the city divided into ten districts, with each district presenting a different balance of party representation on the machine, and would name that in some way.

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ELECTION LAW SCHEDULED FOR COUNCIL TALK

Clash Looming Between
Factions on Questions of
Inspectors and Order of
Candidates on Machines

The new non-partisan election law which is to govern Rochester's voting this year for the first time was to be the target for discussion by City Council members tonight, according to City Hall forecasts.

A clash loomed between the non-partisan advocates and partisan cohorts over at least two phases of the law which are the subject of recommendations for technical changes, to be introduced by the council's law committee.

One question is that of employing two additional election inspectors for each district in the city. The other concerns the order in which council candidates' names will appear on the voting machines.

To Lead Argument

Councilman Harry C. Goodwin is stumped to lead the argument for the non-partisan forces. These and about eight other technical changes were to have been recommended to council last week but were postponed. The alterations are ostensibly intended to oil election machinery for H. Alden Nichols, election commissioner.

The proposed additional election inspectors would be named by the Republican and Democratic county chairmen. The non-partisan group opposes their appointment.

There are 239 districts in the city for a primary election and 260 for a fall election. It will probably be contended by non-partisan government advocates that the large number of inspectors would carry too much partisan weight among their friends towards swinging votes.

The group headed by Mr. Goodwin was prepared also to raise objection to a change from the rotation scheme of listing Council candidates on the voting machine. Under the present provision each candidate nominated in the primary would have his name first on the list in one of the 10 districts into which the city would be divided for the purpose, and all their numbers would be shifted.

Non-partisan advocates worked out this plan to prevent party groups from recommending to the voters certain numerical combinations to be voted for. Mayor Joseph C. Wilson and Vice-Mayor Isaac Adler were understood to favor striking out the plan. The law committee suggests dropping it. Mr. Goodwin will object.

Zone Ordinance Vote

Final vote on the height, use and area zoning ordinance is scheduled for tonight, and Mayor Wilson is expected soon to appoint a board of appeals and a new city planning commission to take the place of the Zoning Advisory Board and the present City Planning Commission which will pass out of office with approval of the ordinance.

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over the mouth like that of the flapperish lipstick. Their clothes are being glossed over and their shot, "shined," while cheeks grow bright and eyes more lifelike under the brush of Jessie M. Youngs, known to artists as "re-creater."

Chatter in Painting

Most prominent of all is the life-size, full-length portrait of Jonathan Child, first mayor of Rochester, elected in 1834. In the painting, he has his hand on the City Charter. The face has an interesting expression as if the features might take the form of a smile of humor with equal ease.

Mrs. Youngs is being assisted by Mrs. Louise S. Williams, a student at Mechanics Institute for four years.

As the restorer works, she gets most interesting glimpses of what the artists meant to convey; of the apparent characteristics of their subject, she says. Silent, motionless, with even all who knew them gone, and the hands that painted them; still, something of the older mayors yet lives, for such is the power of art in oil to immortalize. Maybe some of these men when far on in years, if they lived long, wished for youth that they might retrace their steps. Now, the artist whose task is restoration has given back a youthful color to their faces, so that while for them the records are closed, they look down from eyes it would seem death has not closed.

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The Petrossi bid on the Lattimore Road project was \$23,343.70 and was the lowest submitted. The Reach-Thompson Corporation submitted a bid of \$24,330.25 and on April 24 was awarded the contract after Petrossi's bid had been thrown out.

In his decision, Justice Gillette enumerates the four ordinance instances in which a bidder will not be considered responsible. They are:

"Unless the bidder has liquid assets equal to 10 per cent of the estimated cost of the work."

"Unless the bidder has the experience comprising two years' employment as a contractor supervising work similar to that specified in the contract."

"If the bidder at the time the bid is submitted has uncompleted work for the City of Rochester which has exceeded the contractual time for completion."

"If the bidder has within two years defaulted for any reason on a contract awarded to him by the city."

position and Mr. Draper was authorized by City Manager Story to appeal if necessary to the Court of Appeals in an effort to sustain the city's contention regarding the awarding of contracts to the Petrossi concern.

Decision Quotes Ordinance

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RECEIVES AMENDED ARTISAN ELECTION LAW; Y FACTORY FOR SCHOOL

What Council Did Last Night

Business transacted last evening by the City Council included the following items:

Received from the Law Committee a report signed by Vice-Mayor Isaac Adler and Councilman Edward P. Flynn incorporating a proposed local law governing the non-partisan election of five councilmen at large this fall. Councilman Harry C. Goodwin, the third member of the committee, dissented on the ground that appointment of 478 additional election inspectors would result in a patronage award to the major political parties.

Adopted by a vote of eight to one, with Councilman Goodwin in opposition, the resolution by Mayor Wilson authorizing the purchase for \$165,000 of the former Kelly shoe factory at Saratoga Avenue and Jay Street for use by the Board of Education as the Continuation School.

Authorized the payment of a sum not to exceed \$50,000 to Harland Bartholomew and his associates for the preparation of a comprehensive city plan with the proviso suggested by the Finance Committee, signed by Mayor Wilson, Vice-Mayor Adler and Councilman Flynn, requesting the use of city employees insofar as possible and that their salaries be computed in the total cost of the work.

Received ordinances authorizing the New York State Railways to cease operating surface cars in Plymouth Avenue and the substitution of a bus line; for the repair of the fire damage to the municipal airport at a cost not exceeding \$20,000 and by non-competitive contract; also received the amended zoning ordinance which was referred to committee for report and action in fourteen days and a large volume of business with reference to local improvements, the purchase and sale of lands for municipal purposes, and concerning other public matters.

Preparation of City Plan Authorized by Councilmen

Preparation of the comprehensive city plan for Rochester by Harland Bartholomew, noted planning expert, who has been retained by a large number of cities in this country, including St. Louis, where there is a program providing for an expenditure of approximately \$80,000,000, was authorized last evening by the City Council.

Upon the favorable report of the finance committee, signed by Mayor Wilson, Vice-Mayor Adler and Councilman Flynn, the Council by unanimous action authorized the compensation of Mr. Bartholomew and his associates at a sum not exceeding \$50,000.

Preparation of the plan has been under major phases of it will be completed within this year. The committee writes that it has learned that there will be included in the agreement to be executed by the city manager and his associates, the provision that they will use as far as practicable all suitable services of the city employees, and that the salaries of city employees for such services will be included in the maximum total cost of \$50,000.

This local law, with some modifications, was presented to the Council on report of the law committee, signed by Vice-Mayor Adler and Councilman Edward P. Flynn. Councilman Harry C. Goodwin, declined to sign the report, and presented a formal statement to the Council outlining his opposition to the law as sponsored by the law committee. He asked Mayor Wilson to relieve him from serving on the law committee at the public hearing next Monday evening on the local law, so that he would be free to discuss the provisions he regards as objectionable.

Objects to 478 New Inspectors
Councilman Goodwin's principal objection was to the provision that compels the appointment of two additional election inspectors for the primary election in each of the 239 election districts in the city by the county chairmen of the two major political parties. The appointment of two inspectors, Vice-Mayor Adler points out in the report, is compulsory under state statutes.

Following is the report of the law committee incorporating the new local law for the conduct of the coming municipal election:

Your law committee, to which was referred the communication of H. A. Nichols, Commissioner of Elections, dated Feb. 20, 1929, in reference to the nonpartisan election law, respectfully report that a conference was held at the office of the Commissioner of Elections, at which the various objections of the committee were carefully considered. Subsequently a new local law was prepared by Mr. Irving L. Gelsler of the corporation counsel's office, which has been submitted to the Bureau of Municipal Research, the organizations of the two major political parties, and to your law committee. This local law, with some modifications, is submitted herewith for your approval.

As to the question of rotation of names, I understand that there is to be a hearing before the law committee next Monday night. I am so strongly in favor of the present provision of the local nonpartisan law and so bitterly opposed to a change, that I hardly feel I am competent to sit on the committee at that time and give due weight to any arguments advanced in favor of a change.

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If Adopted, Will Rule Selection of 5 New Councilmen in Fall

PROVIDES FOR 478 MORE INSPECTORS

Goodwin Opposing Says It Gives Party Heads Too Much Power

By HIRAM MARKS

Proposed modifications of the non-partisan municipal election law which will govern the selection of five councilmen-at-large this fall were presented to the City Council last evening in a report of the law committee read by Vice-Mayor Isaac Adler, chairman.

The report was the result of a communication presented to the City Council by H. Alden Nichols, commissioner of elections, on Feb. 20, in which he raised a number of points with reference to the election provisions in the local law creating the city manager form of government for Rochester.

New Law Prepared

These suggestions resulted in a new local law being prepared by Deputy Corporation Counsel Irving L. Gelsler, and it was submitted to Commissioner Nichols the Bureau of Municipal Research, the organizations of the Republican and Democratic parties, and to the Council law committee.

This local law, with some modifications, was presented to the Council on report of the law committee, signed by Vice-Mayor Adler and Councilman Edward P. Flynn. Councilman Harry C. Goodwin, declined to sign the report, and presented a formal statement to the Council outlining his opposition to the law as sponsored by the law committee. He asked Mayor Wilson to relieve him from serving on the law committee at the public hearing next Monday evening on the local law, so that he would be free to discuss the provisions he regards as objectionable.

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Councilman Goodwin's principal objection was to the provision that compels the appointment of two additional election inspectors for the primary election in each of the 239 election districts in the city by the county chairmen of the two major political parties. The appointment of two inspectors, Vice-Mayor Adler points out in the report, is compulsory under state statutes.

Following is the report of the law committee incorporating the new local law for the conduct of the coming municipal election:

Your law committee, to which was referred the communication of H. A. Nichols, Commissioner of Elections, dated Feb. 20, 1929, in reference to the nonpartisan election law, respectfully report that a conference was held at the office of the Commissioner of Elections, at which the various objections of the committee were carefully considered. Subsequently a new local law was prepared by Mr. Irving L. Gelsler of the corporation counsel's office, which has been submitted to the Bureau of Municipal Research, the organizations of the two major political parties, and to your law committee. This local law, with some modifications, is submitted herewith for your approval.

As to the question of rotation of names, I understand that there is to be a hearing before the law committee next Monday night. I am so strongly in favor of the present provision of the local nonpartisan law and so bitterly opposed to a change, that I hardly feel I am competent to sit on the committee at that time and give due weight to any arguments advanced in favor of a change.

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Changes Outlined
The chief purpose of the amendment is to simplify procedure and make it more definite and certain. The most important changes are the third, the fifth, and the seventh. The third eliminates the requirement for a special meeting of the Board of Inspectors to correct the register of voters and imposes that duty upon the Board of Elections, thereby saving an expense of \$3,000. The fifth, however, provides for two additional inspectors at the polls such inspectors to be selected in such manner as the Legislature may direct. Under this provision we must have either two additional inspectors or none, and so long as the Legislature makes no other provision for their selection, they will have to be nominated by the political organizations.

To Simplify Procedure
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Another change of far reaching importance was urged upon your committee by the Commissioner of Elections, namely, that the names of candidates on the machines should not be rotated as provided by Section 19 of our local law, adopted on Feb. 28, 1928, but that the names should appear in the same order on all machines, the order to be determined by lot.

Separate Law for Choice of Names
This proposed amendment is of so much importance that your committee has decided to present the matter in two separate local laws, which are submitted herewith, one repealing the present provision of the second providing for arrangement of names by lot.

In place of promoting merely the amendments, your committee presents anew the entire article of the local law relating to nominations and elections, for the reason that the city must furnish a large number of copies of the law for use on the primary and Election Day, and it was believed to be more economical the entire law as an amendment rather than present only the particular sections amended.

Sees Nonpartisan Election Menaced
Mr. Goodwin said in his formal statement to the Council in opposition:

As the chairman of the law committee has stated, I have refused to sign the report because it recommends changing the nonpartisan election law to permit the appointment of two partisan inspectors for each 239 election districts.

Without any personal feeling in the matter and without desiring to question the opinions of the Commissioner of Elections as applied to the conduct of partisan primaries in this city under a single-headed election commission, I do question his experience in nonpartisan primaries, and cannot accept his contention as a fact of authority. Furthermore, the fact remains that the Commissioner holds his office by virtue of friendly relations with the Republican organization, the dominant faction of which has been, and I believe, is now opposed to the present city manager and department heads. There is only one way by which the dominant faction of the organization can depose these officials, and that is by the election of councilmen committed to carry out the wishes of the man who heads the organization, whether he be the present incumbent or someone else.

No one has informed me of the attitude of the gentleman who is now chairman of the Democratic organization. If additional inspectors would and the law have to be designated to the party chairman, and this would put two more party workers in each election district of the city, I do not make for nonpartisan.

To compensate them, I shall be glad to introduce the necessary legislation to provide additional compensation for every hour they have to remain after 10 o'clock at the rate of a dollar an hour.

As to the question of rotation of names, I understand that there is to be a hearing before the law committee next Monday night. I am so strongly in favor of the present provision of the local nonpartisan law and so bitterly opposed to a change, that I hardly feel I am competent to sit on the committee at that time and give due weight to any arguments advanced in favor of a change.

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Council Delays Final Vote on New Zoning Ordinance

Because the new zoning ordinance with the placing of the East Avenue District in an E residential classification, prohibiting construction of apartments, presented modifications that compelled its reference to the City Planning and Zoning Committee, final action on the measure was delayed 14 days. The matter went to the committee, made up of Councilman Chester A. Peake, chairman, Mayor Wilson and Councilman Milne.

City Clerk Thomas P. O'Leary read a communication from Arthur B. Headley requesting extension of the D classification in North Goodman Street to extend to East Avenue to include a site on the corner on which he proposes, with the approval of the Board of Appeals, established under the proposed zoning ordinance, to erect an apartment.

He submitted a petition in conjunction with it. Councilman Goodwin wanted to know whether the Council would have an opportunity to vote on the petition, and Mayor Wilson said that there would be accorded to the councilmen a vote on the committee's report on the measure.

Councilman Milne asked if residents of other sections who desired to bring about a change in the classification would be given an opportunity to be heard and said they should be given the same privilege as those residing in East Avenue. City Manager Story said that he did not intend to appear in favor of one change as against another in any section of the city but intended the Council to take the enforcement.

Mr. Story said that changes of the map by annexes, or modification of the colors which designate zones and areas, is not practical as it makes a messy master map. He said that the plan followed in New York after adoption of the master map was for the changes to be provided by the legal description of the territory that was removed from one classification to another.

Councilman Milne said that he felt that this course should have been followed in the East Avenue District and it should have remained in the D district in the master map and what changes were effected should have been by legal description. Councilman Goodwin said that one of the reasons he voted for the D classification was to bring about the earliest possible establishment of the official map so that the zoning regulations could be enforced.

Inability of the city to purchase property required for the connection of Clifton and Troup Streets was reported to the City Council by City Manager Story and Councilman Milne. The matter was referred by Mayor Wilson to Corporation Councilman M. Platt for preparation of an ordinance for condemnation of the property.

The Council by unanimous action, following favorable report of the Finance Committee, authorized the leasing of the restaurant and refreshment privileges in Genesee Valley Park to the Ontario Refectory, Inc., which has had for several years a similar concession in Ontario Beach Park. The corporation pays \$27,500 rental in advance for the privilege in Genesee Valley Park to have a restaurant and refreshment privileges in the park for several months. Andrew L. Gilman, of the law firm of Gilman, Gilman and Gilman, representing Ontario Refectory, Inc., The case was recommended to the Council by the city authorities because of the quality of service given by the restaurant at Ontario Beach Park for five years and the privilege in Genesee Valley Park includes the restaurant in the new locker house to be erected at the golf links.

Hearings Conducted
Public hearings were conducted on the local improvement ordinances for a concrete pavement in Shuart Street; macadam pavement in Glenthorpe and Langford roads; concrete pavement in Victoria Street; concrete pavement and sewer in Pearce Street; Bernice Street macadam pavement and Remington Street asphalt resurfacing.

Upon favorable report of the City Planning Zoning Committee, the Council authorized the changing of the name of Jones Street to Verona Street.

Councilman Joseph L. Guzzetta asked City Manager Story if he could have a report on his request for the establishment of an ambulance station in the northeast section of the city, and Councilman Louis Foulkes said that the welfare Committee would take the matter up shortly after his return from a brief absence this week. Councilman Guzzetta asked City Manager Story about the employment of an orchestra at the dance hall at Ontario Beach Park and was told that a report would be made at the next meeting.

Councilman Foulkes presented a petition for a concrete pavement in Irenedouquet Street and Elizabeth Place, and Councilman Milne filed a remonstrance against the pavement in Meriden Street. Councilman Peake filed a petition for an asphalt pavement in Harwood Street.

A resolution by Councilman Durman for walks in Hudson Avenue was adopted and his resolution authorizing George J. Nier, commissioner of public safety, to pay doctors bills was adopted. Councilman Durman also presented a resolution authorizing the condemnation proceedings for land for a sewer alley extension and it was adopted.

A resolution was presented by Councilman Flynn authorizing the Genesee Valley Trust Company to construct archedways in Exchange Street, also ornamental lights, and it was referred to the Public Works and Engineering Committee. Councilman Milne's resolution authorizing condemnation proceedings for lands needed for Field Road; Emerson Street and Lexington Avenue widenings were adopted. Mayor Wilson's resolution designating the First National Bank & Trust Company as a depository of the city's funds was adopted. Also his resolution fixing the compensation of Metcalf & Eddy for services in conjunction with the sewage disposal plans for Rochester at \$2,850 up to May 1st.

Will Pay \$165,000 for Kelly Building To Be Continuation School

FORMER HOUSING SAID TOO SMALL

School Board Figures Renting Loss, Needs of Bigger Quarters

Purchase of the Kelly Building, at Saratoga Avenue and Jay Street, for the Rochester Continuation School was approved last evening by the City Council by a vote of eight to one, Councilman Harry C. Goodwin voting in the negative.

The matter was considered as the consequence of three communications that passed between the Finance Committee, made up of Mayor Wilson, chairman, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn, and the Board of Education in which the financial phases of the purchase of the building for a consideration of \$165,000 were discussed.

Former Housing Inadequate
The Board of Education recommended the purchase because the space rented in the Bausch & Lomb Optical Company's plant for the continuation school was inadequate as the school's attendance is increasing.

On May 2, Mayor Wilson received a letter from Mrs. Henry G. Danforth, president of the Board of Education, outlining the necessity for additional quarters for the Continuation School and reporting ability to purchase the Kelly property, formerly used as the shoe factory of the John Kelly Sons Company, for \$185,000.

By a letter of the Board of Education on May 16 signed by James P. Duffy, president pro tem, the Finance Committee is advised that an option was obtained on the building at a price of \$165,000 and this was accepted by the school authorities, subject to the provision of the necessary funds by the City Council.

The last letter on the subject was from Herbert S. Welch, superintendent of schools, in which he discusses the financial advantage in purchase, rather than rental of the property.

Goodwin Says Cost Excessive
When Mayor Wilson asked for unanimous consent to enable the city to immediately acquire the property, without a delay of two weeks, Councilman Goodwin said that he would not oppose the immediate consideration of the matter, but wanted to be recorded in opposition to the measure as he did not believe in the continuation school as provided by state law, and said that if the schools were not required the purchase of the property would not be necessary.

He also said that the property was assessed at \$100,000 and even with the reduction from \$185,000 to \$165,000 the option price was more than 50 per cent. in advance of the assessed valuation. There was no further debate and the measure was adopted.

West Shows Saving Possible
Following in the communication from Superintendent Welch outlining the Board of Education's attitude toward the acquisition of the property rather than its rental:

In answer to your request for a statement indicating the savings to be effected through the purchase of the Kelly Building for the Continuation School purposes to me submit the following:

In the last meeting, the whole matter settled down to a question of purchasing the Kelly Building rather than renting it. When we went to the Bausch & Lomb building in the Rochester School School, next September we shall have at least 700 pupils in the Rochester School School. Next September we shall have at least 700 pupils in the Rochester School School. Next September we shall have at least 700 pupils in the Rochester School School.

In searching for a building for the Continuation School we have found the Kelly Building to be by all means the most satisfactory of any available. As Mrs. Danforth indicated to you in her letter, we believe that this permanent home for the Continuation School, if it is to be a permanent home, then it should be entirely out of the question for the money that this cost anything like assuming that we are to use it simply for the next five years on the Continuation School, there is bound to be a net saving to the city by purchasing it rather than renting it.

The interest charges on the purchase price of \$165,000, for five years, at 2 per cent, would amount to \$16,500. To this would be added the amount that the city would have to pay through the purchase of the present assessed valuation of \$100,000, amount would be approximately \$14,000. To this we might also add a depreciation of 15 per cent, which, over a five-year period would amount to \$21,000. These three items would make a total of \$51,500.

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The net saving in dollars and cents, therefore, even though we at the plan to throw up the building would amount to upwards of \$100,000. Furthermore, indicates that this property could readily be sold at the end of the five year period for at least the full price of \$165,000.

I have simply referred to the financial factor. There are other factors in the matter that, while accounting are never wholly important. One of the factors that through the purchase of a school we can guarantee for the kind of immediately adjacent would like to have. Still another factor that will give to us more needed room, comparatively house purposes.

Study on City Plan
Told Lions by Story
Various phases of the study that is being made in the preparation of the city plan were discussed by City Manager Stephen R. Story in an address yesterday before the Lions Club luncheon at the Powers Hotel. Mr. Story told his audience that the street plan will be completed by Nov. 1 and that the civic center plan will be completed a month later.

He discussed the methods that the city is approaching the study in conjunction with Harland Bartholomew, city planner, of St. Louis, and C. A. Taubert, of Mr. Bartholomew's staff.

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New Ordinance Permits Bus Substitution for Trolleys

An ordinance granting permission to the New York State Railways to stop using tracks in Plymouth Avenue South was introduced by Councilman Peake and was referred to the Law Committee. City Manager Story read a communication from Corporation Counsel Platt stating that the ordinance was approved by the railways and that it was not the intention to revoke or repeat the rights or franchise which the railways have to operate street cars in the street, but the effect of the present arrangement is to suspend the duty of the company to operate street surface cars and to establish a bus line.

The Public Utilities Committee through Councilman Goodwin, chairman, reported favorably on the repealing of an ordinance compelling the trolley company to place the tracks in the middle of the street, and it was adopted by the Council. Following favorable report by the same committee, a resolution approving the establishment of a bus line in Plymouth Avenue was adopted.

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Council Delays Final Vote on New Zoning Ordinance

**If Adopted, Will Rule
Selection of 5 New
Councilmen in Fall**

**PROVIDES FOR 478
MORE INSPECTORS**

Received from the Law Committee a report signed by Vice-Mayor Isaac Adler and Councilman Edward P. Flynn incorporating a proposed local law governing the non-partisan election of five councilmen at large this fall. Councilman Harry C. Goodwin, the third member of the committee, dissented on the ground that appointment of 478 additional election inspectors would result in a patronage award to the major political parties.

Adopted by a vote of eight to one, with Councilman Goodwin in opposition, the resolution by Mayor Wilson authorizing the purchase for \$165,000 of the former Kelly shoe factory at Saratoga Avenue and Jay Street for use by the Board of Education as the Continuation School.

Authorized the payment of a sum not to exceed \$50,000 to Harland Bartholomew and his associates for the preparation of a comprehensive city plan with the proviso suggested by the Finance Committee, signed by Mayor Wilson, Vice-Mayor Adler and Councilman Flynn, requesting the use of city employees insofar as possible and that their salaries be computed in the total cost of the work.

Received ordinances authorizing the New York State Railways to cease operating surface cars in Plymouth Avenue and the substitution of a bus line; for the repair of the fire damage to the municipal airport at a cost not exceeding \$20,000 and by non-competitive contract; also received the amended zoning ordinance which was referred to committee for report and action in fourteen days, and completed a large volume of business with reference to local improvements, the purchase and sale of lands for municipal purposes, and concerning other public matters.

demn Lands
Clifton, Troup

Preparation of the comprehensive city plan for Rochester by Harland Bartholomew, noted planning expert, who has been retained by a large number of cities in this country, including St. Louis, where there is a program providing for an expenditure of approximately \$90,000,000, was authorized last evening by the City Council.

new and his associates at a sum not exceeding \$50,000.

Preparation of the plan has been undertaken, and it is expected several major phases of it will be completed within this year. The committee writes that it has learned that there will be included in the agreement to be executed by the city manager and Harland Bartholomew and his associates, the provision that they will use as much as possible all suitable services of the city employees, and that the salaries of city employees for such services will be included in the maximum total cost of \$50,000.

Will Pay \$165,000 for Kelly Building To Be Continuation School

FORMER HOUSING SAID TOO SMALL

School Board Figures Renting Loss, Needs of Bigger Quarters

Purchase of the Kelly Building
at Saratoga Avenue, Albany, N. Y., quiet
place at 335 First Street Sunday
of the large district uncovered in
prohibition agents as the proprietor

Man Held As O Found in Bl

[illegible]

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Weet Shows Saving Possible
Following is the communication from Superintendent Weet outlining the Board of Education's attitude toward the acquisition of the property, rather than its rental:

In answer to your request for a statement indicating the savings to be effected through the purchase of the Kelly Building for Continuation School purposes, let me submit the following:

[illegible]

In searching for a building for the Continuation School we have found the most satisfactory one available. As Mrs. Danforth indicates in your letter, we believe that this can be made a good satisfactory home for the Continuation School. To be regarded as a permanent home we would be entirely out of the question (or us) to duplicate it for anything like the money that this particular building would cost. But even assuming that we are to do it simply for the next five years for the Continuation School, there is bound to be a net saving to the city by purchasing the new building.

The interest charges on the purchase price of \$165,000, for five years, at 5 per cent., would amount to \$41,250. To this would be added the amount that the city would forfeit in taxes through the purchase of the building. On the basis of the present assessed valuation of \$100,000, and the

and the waste of \$26 a thousand. This amount would be approximately \$150,000. To this we might also add a depreciation of 1½ per cent, which over a five-year period would amount to \$11,250. These three items would make a total of \$65,500.

The rental price fixed by Mr. Kelly is \$24,000 a year. This is obviously excessive. It is the judgment of real estate authorities and others familiar with rentals that \$ 28 a square foot

would be a fair rental price for this property. If we could secure it at this rate it would mean an annual rental of \$27,000 a year, or an aggregate of \$105,000 for the five-year period. The net saving in dollars and cents therefore, even though we might plan to throw up the building at the end of the five-year period, would amount to upwards of \$40,000.

The best judgment that we can get,

Various phases of the study that is being made in the preparation of the city plan were discussed by City Manager Stephen B. Story in an address yesterday before the Lions Club luncheon at the Towers Hotel. Mr. Story told his audience that the street plan will be completed by Nov. 1 and that the civic center plan will be completed a month later.

He discussed the methods that the city is approaching the study in conjunction with Harland Bartholomew, city planner, of St. Louis, and C. A. Taubert, of St. Bartholomew's staff.

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R, NEW YORK, THURSDAY, MAY 30,

TWO KINDS OF JOURNALISM

Citizens Who Pay the Cost of City Government
May Find Something Here to Think About

CLIMAX OF A WHITE ELEPHANT

Fire in Hangar at City Airport
Adds to Sad Career of
That Field

(Rochester Journal)

Partial burning of the hangar of the Rochester Airport, doing damage of \$20,000, was just another climax in the much advertised, but disappointing, career of that institution.

In the first place, the building of the hangar and preparing the field was a "hurry up" job, to get them ready for the opening of air mail service on June 1 of last year.

There would have been plenty of time for building if the work had been started when air mail service was made certain. But city officials waited until threats were made that the air mail planes would not stop here if the field and hangar were not ready.

It was rushed through and was ready on time. And there was much praise of city officials by EACH OTHER at the ceremonies opening the airport.

Some of those who read of the compliments expressed during this admiration meeting visited the airport a few days afterward, after there had been a heavy rain. The airport had the appearance of a "botch" affair; the roads were rutted; the hangar looked like a cheap garage.

And it was not long afterward that City Manager Story called for a \$100,000 appropriation to complete the work the public had been told was done so well.

Within a few months it became evident that the hangar was far too small, and everyone had long known it was far from being artistic in appearance. And, a short time ago Mr. Story asked and was given a \$150,000 appropriation.

Probably the whole airport represents an expenditure of \$300,000 by the city, which has left a very ugly appearing hangar with the roof burned off, a small field, and insufficient runways.

But no one had taken the precaution of providing fire protection for the hangar, for it was necessary to lay hose for more than a mile to turn on a stream of water.

Public Works Commissioner Baker finds reason to commend himself even in this situation, for he is quoted as saying the hangar was erected with a view to confining the loss, in case of fire, to the roof.

But now City Manager Story

MUNICIPAL AIRPORT FIRE

(Rochester Times-Union)

Loss to the city through the fire at the Municipal Airport Thursday morning is now estimated at about \$15,000, or less than was at first feared. This does not represent the total fire damage, however, the Rochester Flying Service being perhaps the heaviest loser.

Firemen did excellent work under the handicap of lack of water on the grounds, a line of hose being run to the Barge Canal and a number of engines used to maintain pressure.

No insurance was carried by the city. This is not unusual for municipalities or some of the larger industrial enterprises, it being considered that where risk is distributed over a large number of more or less widely scattered property holdings, it costs less to assume that risk than to pay premiums.

Naturally, the question has been raised as to why no provision had been made for fighting fire. The explanation offered is that the haste with which the airport was made ready for use last year and the distance of over a mile from the nearest city water main caused installation to be deferred.

This is an unsatisfactory situation. The fire and the difficulty encountered in fighting it illustrate the way in which things frequently go wrong when an undertaking of a new character is hurried through under stress and pressure. Airports, of course, are a new thing for cities; they are commonly beyond the reach of the ordinary city services, such as water supply and paved streets; standards of construction have not yet been established.

City Manager Story states that a standpipe will be erected and kept filled with water pumped from the river. Such protection will be all the more needed as the public and private investments at the field grow.

and Commissioner Baker, after a "conference," decide to erect a large water tank to provide fire protection in the future. Had they thought of this before, even the roof might have been immune.

Aviation undoubtedly will go ahead in Rochester, as it is destined to in other cities, but if it does it will not be BECAUSE, but IN SPITE OF, the arrangements that have been made for it here.

LARGER WATER SUPPLY PLAN BEING PUSHED

City Working on Technical
Details Pending Decision
of Honeoye Litigation

Every possible step to increase Rochester's water supply is being taken by the city, says Harold W. Baker, commissioner of Public Works, although the appeal of Ontario County from the state's approval of the plan of the city to acquire Honeoye Lake as the source of additional water supply cannot be heard by the Appellate Division, third department, until next Fall. Commissioner Baker said that while the project cannot get under way in any substantial phase until next year, the city is making as much progress as is possible under the circumstances, the intervening time being used for the preparation of technical plans.

The water supply program provides for the requirements of the city for thirty years, with the expectation that the population will be more than doubled in that time. The commission said that the delay incident to the litigation has prevented land purchases in the Honeoye Creek district, as owners are awaiting the outcome of the litigation.

The briefs have been completed, with Earle S. Warner appearing for Ontario County, and George P. Draper, deputy corporation counsel, representing the city, and it is planned to argue the case as early in the Fall as possible.

Election Authority Showdown Asked By Harry C. Goodwin

Rumor Councilmen Are Influenced Toward
Election Law Proposals by Fear of
Nichols Prompts Goodwin to De-
mand Bi-Partisan Board.

A show-down on the authority he alleges is concentrated in the single-headed Monroe County Board of Elections was called for today by Harry C. Goodwin, city councilman, who is opposing two propositions suggested for the city's new non-partisan election law.

Mr. Goodwin's statement was brought out as a result of a rumor certain members of the City Council are influenced in their attitude toward the proposals by the fear of offending H. Alden Nichols, commissioner of elections.

"Yes, some of the councilmen are in such a frame of mind," declared Mr. Goodwin when asked concerning the report. My view is if Mr. Nichols' power is so great we can't afford to offend him, it's about time we had a show-down.

"The single-headed election commission gives the dominant faction in the Republican organization a strangle hold on the election machinery. You can't even get a poll book unless you get the O. K. of the Republican leader."

Demand Bi-Partisan Board
"It's about time independent Republicans, Democrats, and all who favor giving all sides an even break, join forces and demand a bi-partisan board."

"This is without prejudice. Mr. Nichols has always been fair with me. But the single-headed commission is unfair in principle and not justified."

Mayor Wilson will not act on a request by Councilman Goodwin at the last Council meeting, that he appoint another councilman to serve in Mr. Goodwin's place as a pro tem member of the law committee when it conducts a public hearing on the proposed alterations to the election law next Monday night.

"I see no reason why Mr. Goodwin should be relieved from his duty," said the Mayor. "He can refuse to sign the report, if he

wishes, and it will make no difference so long as there is a majority to sign it."

Mr. Goodwin declared himself so bitterly opposed to two particular recommendations of the law committee hearing, and furthermore he desires the privilege of the floor.

His objection is principally to a suggestion two additional inspectors of elections be named in each of the city's districts in the coming election. He also opposes any move toward having names of council candidates placed on voting machines in an established order, fixed by lot, rather than by a plan of rotation.

Both suggestions are among a list of 10 worked out by Commissioner Nichols with the expressed intention of facilitating the operation of the new election law.

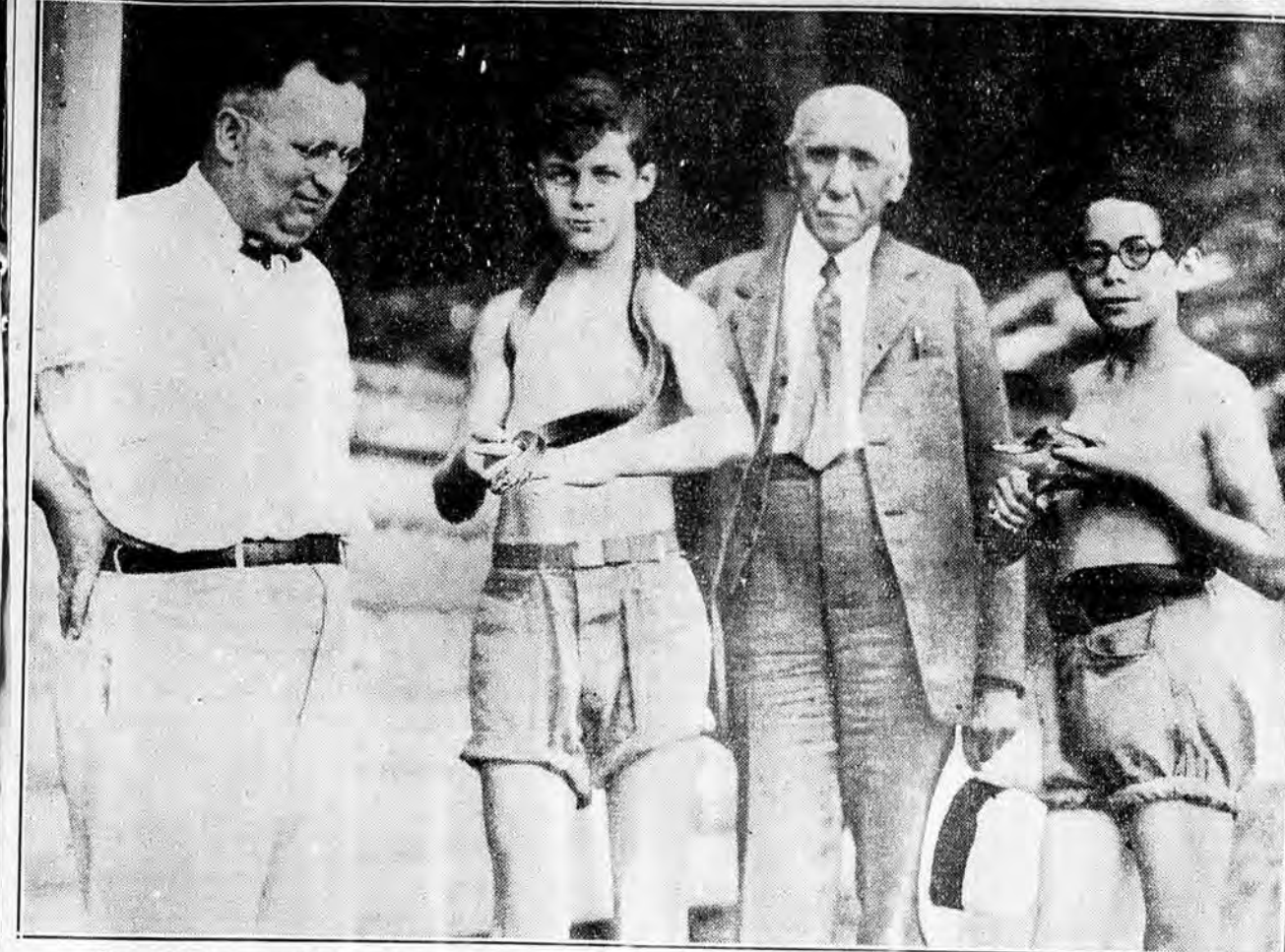
Listing Scheme Omitted
In the law, however, as pending adoption, the clause providing for a scheme of listing names on the voting machines has thus far been omitted. Because of the importance of such a provision, the law committee is submitting two separate measures to cover it, the council to take its choice between them by vote.

One of the alternatives is to rotate the names in different districts so that in no two will the names of councilman candidates appear in the same order. The other is to fix their order for each election by lot.

Mr. Nichols is said to favor the latter method as causing less inconvenience and expense to the election office. Councilman Goodwin is strenuously against it, as well as the additional election inspectors, on the ground they are instruments to perpetuate partisan rule in city politics.

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Mayor and Manager Welcomed by Snake Charmers



City officials pose with Boy Scouts at Camp Pioneer. From left, City Manager Stephen B. Story, Robert King, Mayor Joseph C. Wilson and Robert Milne, assistant curator at the "Bug House," pet name for the domicile of the pets at the camp.

SCOUTS TOSS OFFICIALS IN SENECA LAKE

City Manager Story Joined by Councilman Goodwin in Forced Plunge

INSPECT CAMP PIONEER

Rochester Boy Scout Camp Praised by Rotarians' Civic Officers

City Manager Stephen B. Story and Councilman Harry Goodwin were tossed ignominiously into Seneca Lake, yesterday afternoon, by two pairs of strong armed youths who seemed to relish their job.

The City Manager, catching himself in mid-air, twisted into something that resembled a fairly neat dive, and struck out, with a confident over-arm stroke, for the diving float, 75 yards off shore. Mr. Goodwin, who resembles not at all our young Mr. Weismuller, of the American Olympic swimming team, went in frog fashion, came up sputtering and full of water, and remarked, when he had regained his breath and rested his feet solidly on the sandy floor of the lake, that he didn't have wind enough left to flat the sail of a toy boat.

Camera 'Shoots' Swim

This incident occurred at Camp Pioneer, the summer outing place of the Boy Scouts of the Rochester district, half way between Geneva and Watkins Glen on Seneca Lake. The City Manager, Mayor Joseph C. Wilson, Mr. Goodwin and a party of members of the Rotary Club, made an inspection of the camp yesterday afternoon, and for a time entered quite fully into the spirit of the place.

Mr. Goodwin, in fact, was so rejuvenated by the fresh lake air that he stripped to the waist and went in swimming (or rather was thrown into the swim) scout fashion. "He didn't look like a Scout at all, but the boys agreed that he was a pretty good one at that, after his sudden immersion, which was staged in focus of a camera in the hands of a professional movie operator.

The city officials and their Rotarian associates reached the camp early in the afternoon, and after a brief inspection of one of the camp villages at the shore of the lake, most of the members of the visiting delegation went in for a dip. They enjoyed the water so much that it was necessary to call them back to shore in order that the ceremonies arranged in their honor might proceed according to schedule.

Mayor Wilson, while several of the other members of his party were sporting in the cool waters of the lake, sought out his two grandsons, Charles, Candall and Richard Wilson, of Troop 16, who have been at the camp for several days, and went with them on a sight-seeing expedition.

Later all of the official visitors assembled at the "bug house," so-called because it is a miniature natural history museum, where, before the admiring gaze of the city administrators, young Robert Milne, assistant curator of the museum, and Robert King, took out two

Continued on Page 20

NEW THEFT FROM CITY SUSPECTED

Story and Higgins Will Say Nothing Until Complete Audit Is Made

IN PUBLIC WORKS BOOKS

Check of All Entries Will Be Made, with Statement at End of Probe

Suspicion attaches to a number of entries in the Department of Public Works, in an investigation being conducted under the direction of City Manager Stephen B. Story and Comptroller Clarence E. Higgins and up to the present time it has been impossible to determine whether it is caused by careless bookkeeping or actual defalcation of public funds.

Until the investigation is completed, which may take two weeks, neither Mr. Story or Mr. Higgins will make any statement, as they do not want to do any injustice to city employees. Harold W. Baker, commissioner of public works, in charge of the department, is out of town.

Errors in 1926 Figures

The records under scrutiny are for the year 1926 and are in the collection department of the Department of Public Works. After the new administration came into charge on Jan. 1, under resolution by Councilman Harry C. Goodwin the City Council authorized a general audit of all accounts of the year 1927 and went into detail regarding all funds.

As the consequence of the audit a shortage was discovered in the Bureau of Buildings that exceeded by a number of thousands of dollars the peculations admitted voluntarily by a clerk in the bureau, who is now under indictment.

The method of handling funds in the Department of Public Works was criticized by the auditing firm of Naramore & Niles, Inc., as being loose and inefficient and possible of manipulation and recommendation was made to the Council for a better checkup. The recommendations were studied by the Finance Committee, made up of Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn and they were turned over to City Manager Story, who, with Comptroller Higgins and Auditor Lewis B. Cartwright, has been putting the new system in effect.

All Records Being Checked

While the audit went through the accounts for 1927 and found nothing wrong there were certain entries in 1926 that did not look proper on their face to Comptroller Higgins. The entire records are being checked back. They are in poor shape, Mr. Higgins asserted, and will take at least two weeks to determine whether there has actually been a shortage.

The changes that are being put in effect are drastic and are intended to prevent as much as possible the opportunity for embezzlement and remove temptation from city employees handling funds. It was pointed out that the system under the old charter was antiquated and there was no co-ordination between departments. Mr. Story and Mr. Higgins have given the matter much thought and the checkup that is being made is complete in every detail, they say.

Both officials say they are not justified at the present time in making any accusations but expressed confidence that when the new system is put in effect a modern, efficient means of accounting will be available and the manipulation of funds made impossible. The general audit authorized by Councilman Goodwin's resolution was the first to be held in years and is having a far reaching effect in improving the city's method of doing business.

large black snakes and calmly coiled them about their necks.

Reveal Pet Snakes

Mayor Wilson pulled back a bit as the fangs of one of the snakes shot out in his direction, but Mr. Story stood his ground. Someone remarked that the City Manager had met so many late tax payers, in his comparatively short term of office, that a mere snake naturally could give him no fright.

After the inspection of the "Bug House," the party of visitors was taken to the parade grounds, where all of the Scouts in camp—350 of them—were lined up in parade formation, and to a lively tune by the camp band passed in review.

Dinner was served at 5 o'clock, the guests sitting at a table at the head of the large dining hall, and after dinner a horse shoe pitching contest was staged by Frank Niven, and his young son, Jack, who is a Scout in camp, and later an archery tournament was put on for the visitors.

Mr. Story, Mayor Wilson and Mr. Goodwin spoke at the dinner, all briefly. Mr. Story said that one of the most important phases of the camp life was the teaching of discipline, and he declared that all of the boys who were attending the camp would become, because of their experiences there, better citizens of Rochester.

"I never realized before just what a splendid work was being done at this camp," said Mr. Story. "And I have never seen a finer group of boys."

During the afternoon the leaders of the camp, under the direction of Frederic Wellington, camp director, gave a demonstration of a life saving drill, and several of the regulars gave a short swimming exhibition.

Widening Urged For Central Avenue

Milne To Introduce Ordinance On Plan To Improve Street

Work Viewed as Public Necessity by G. O. P. Chairman, Who Would Remove Bristol Hotel Veranda and Arcade Savoy Hotel Building.

Widening of Central Avenue between State and Mill Streets will be provided for by an ordinance to be introduced in the City Council by Councilman Nelson A. Milne.

The improvement has been proposed by County Treasurer Harry J. Bareham, chairman of the Republican county committee, who views the widening as a public necessity.

"Ordinances have been introduced in the City Council for the widening of several downtown streets," Mr. Bareham said today, "but Central Avenue is one street that certainly should be widened. The short section between Mill and State Streets is the narrowest part of the street and it is responsible for a considerable amount of traffic congestion, particularly during rush hours."

"With trolley cars being operated through the avenue, it is impossible for an automobile to pass between the tracks and the curbing when passengers are being received or discharged and the car stop just east of State Street has been responsible for much of the congestion. The narrowness of the street also is responsible for congestion and delays in car service to the West during the hours when traffic is heaviest in State Street."

"The widening of the avenue can be accomplished by cutting back the curbing on the south side. This shortening of the sidewalk space would not cause damage to either the Bristol or the Savoy hotels. The former has a veranda which could be eliminated without difficulty and without affecting the hotel property and in the case of the Savoy Hotel, if the widening should necessitate the acquisition of a foot or two of the property, I think the situation could be very easily met by arcing the building on the Central Avenue side. Such arcade construction is proving popular in many cities, including Rochester."

"There is no doubt in my mind that Central Avenue should be widened at this point. With fire headquarters in the immediate neighborhood, the widening of this small strip of the street would result in incalculable benefit to the city and the general public in event of a serious fire."

"I feel equally certain that the property owners who would be affected by the improvement will welcome the widening. There is no doubt they will if they recognize the fact that the widening is necessary as a remedy for the increasing traffic congestion and attendant fire hazard."

General chairman of the picnic committee are Mrs. Isabel Edward and C. Boyd Ireland Jr. The picnic will take place in the pavilion at Genesee Valley Park.

19TH WARDERS TO PICNIC AT VALLEY PARK

The Nineteenth Ward Women's and Men's Democratic clubs' picnic committee had its final meeting last night.

Several prominent Democrats have been invited to attend the out-of-town picnic. They include former Supreme Court Judge Harlan W. Lippie, former Judge James R. Kearney, Congressman Meyer Jacobson, County Chairman William J. E. Carola, Rocco Giordano, Michael Daley, William C. Page, James Boyer, Bernard Hogan, Dep. State Boxing Commissioner B. B. Hodges, State Commissioner Elizabeth H. Ward and Mrs. Fay, president Monroe County Men's Democratic Club.

General chairman of the picnic committee are Mrs. Isabel Edward and C. Boyd Ireland Jr. The picnic will take place in the pavilion at Genesee Valley Park.

Between State And Mill

As City Officials Visited Boy Scout Camp



City officials and a party of members of the Rotary Club of Rochester got an insight of camp work of Boy Scouts yesterday when they visited Camp Pioneer on Seneca Lake. City Manager Stephen B. Story is shown below looking over a blacksnake held by Robert King. The boys in the upper picture with Mayor Wilson are his grandsons. They are showing him the check-up system used to make sure all scouts have left the water after swimming hours.

City Heads Join Scouts In Program Of Sports On Visit To Camp At Seneca

After visiting Camp Pioneer, Rochester Boy Scout Camp on Seneca Lake yesterday, City Manager Stephen B. Story, Mayor Joseph C. Wilson, Councilman Harry Goodwin, and a party of Rochester Rotarians would like to be in their youth again.

The men were so rejuvenated on arriving at the camp they joined the boys in all sorts of frolic. While other members of the party were splashing about in the lake, Mayor Wilson hunted his two grandsons, Charles Crandall and Richard Wilson, of Troop 16, who have been at the camp for several days, and they took him on a sight-seeing hike.

The afternoon's program included a swimming exhibition by camp swimmers, an inspection of the camp villages, a life-saving drill demonstration, and a visit to the "bug house," the camp museum of natural history where Scouts Robert Milne and Robert King took two large black snakes and playfully wound them about their bodies.

At 5 o'clock the bugler sounded the call for mess, the troops lined up for colors, the camp band played a grand march, and the boys filed into the mess hall for dinner. Short toasts were given by Mr. Story, Mayor Wilson and Mr. Goodwin, who highly commended the splendid work done at the camp.

CHECK ON ACCOUNTS TO TAKE WEEK

Complete disclosure of the City Hall's newest scandal, growing out of the juggling of funds in the Public Works Department, might take a week or ten days, City Manager Story said today, after a conference with Comptroller Higgins and Lewis B. Cartwright, the city auditor making the investigation.

Exceeding \$10,000, the Journal learned, but before this is definitely established the city must trace a long list of accounts alleged to be in some form of responsible plumbing or in some cases on plumbing construction within buildings.

JUGGLING DISCOVERED

It was in attempting to collect alleged unpaid bills that the city discovered the juggling of accounts. One concern showed a canceled check, for a sum said to have been in excess of \$1,000. The check showed it had been deposited by the city, and was endorsed by a rubber stamp, leaving no loophole to indicate any irregularity.

A further study showed that the Public Works Collection Department also operated with a petty cash account of \$1,000, and check manipulation covered getting the check through the bank. Investigators believed, was through the petty cash fund.

The alleged juggling was not all prior to 1927, as first implied, either, according to developments. The canceled check which led to the discovery of irregularities in the department's books, was in settlement of a 1923 bill, it was revealed.

CONFINED TO 3 YEARS

The survey so far has been confined to the years 1925, 1927 and 1928, with other years to follow to ascertain just how long is the list of unpaid accounts which may have been carried over, in some instances from year to year.

Mr. Story said there would be no statement by the city administration until Public Works Commissioner Baker returns on Monday, or the investigation is complete, and the city has run down every account with expectation of finding more canceled checks.

PIERCE NAMED NEW HEAD OF SERVICE BODY

Col. Samuel C. Pierce today was elected president of the Municipal Civil Service Commission to succeed Adolph Spiehler, former president of the commission.

Edwin A. Marsh was appointed to the commission by City Manager Stephen B. Story to take the place of Mr. Spiehler, whose term expired June 1.

William H. Gragen is the other member of the commission, who with Mr. Marsh elected Colonel Pierce.

CITY DIGS INTO FUND JUGGLE

Although city officials insisted today no concrete case had been developed against any employee or former employee in the admitted juggling of accounts in the Department of Public Works, they intimated that once the investigators complete their work there would be grounds for a police inquiry and possibly an arrest.

One thing was certain, City Manager Story said, the present administration would not be satisfied with the audit made of other municipal departments until each was subject to inquiry like that under way in the Public Works Department. He said:

"An audit just reports balances and takes books presented as the truth. But this investigation goes deeper, and to protect the city, similar investigations must be made wherever city funds are handled or have been handled."

"We cannot make any statement now as we haven't got to the bottom of the investigation. Furthermore, we have no direct proof against any one as yet."

But for the curiosity of Lewis B. Cartwright, city auditor, the juggling in the Public Works Department would not have been disclosed, it developed today.

The list of unpaid accounts showed names of many of Rochester's most responsible concerns, with reputations for discomfiting bills. Their debts to the city had been carried over indefinitely, according to the city books.

City officials said that the investigation had not reached a point of tracing down all these accounts, as books of other years were still under study to ascertain just how many accounts could have been juggled by cashing checks through a petty cash fund.

The total of "unpaid" accounts was said to have passed \$10,000, which the investigators next week will begin tracing back to each concern to ascertain if it has a canceled check for its alleged obligation to the city.

Another delay in the Lake Avenue Boulevard improvement program was in view today. City officials said neither asphalt nor concrete pavement ordinances would be presented to the City Council Monday night.

MORE DELAY IN LAKE AV. PAVING

The conference which Eugene J. Dwyer, attorney for St. Bernard's Seminary and Holy Sepulchre Cemetery, was to have held this week with City Manager Story, was put off until next week, which in turn would delay action by the City Council, Mr. Story said.

Councilman Milne, who is to introduce the ordinance for paving the boulevard between Winchester Street and the Buffalo, Rochester & Pittsburgh Railroad, said he would not oppose further delay, as the only work to be done this year was on sewers and these were not to be started before cold weather and the lake season is over.

Other councilmen could ask for presentation of the two optional ordinances, one for asphalt at an estimated cost of \$20,000 and the other for concrete at \$205,000, but it was considered likely that they would.

On objection of Paul Seal, chemical engineer of the Eastman Kodak Company, R. C. Jacobson, president of the Roadside Construction Company at New York, today withdrew his application for permit to construct an asphalt plant north of Lewiston Avenue adjacent of the New York Central tracks.

Mr. Seal and Mr. Jacobson appeared before the Zoning Advisory Board in special session at City Hall annex. Mr. Seal told the board that the smoke from the plant would be carried by the wind from an asphalt plant near the Kodak Company, and especially west of that company's buildings, would injure coating processes in film manufacture.

Mr. Jacobson on hearing Mr. Seal's argument against his plan, immediately withdrew his application saying he had no desire to jeopardize production of the Eastman Kodak Company.

Col. Samuel C. Pierce today was elected president of the Municipal Civil Service Commission to succeed Adolph Spiehler, former president of the commission.

Promised Conference To Determine Paving Material Isn't Held

Much-Postponed Consideration of Ordinances Will Probably Be Center of More Verbal Strife Over Delays On Monday Night.

Probability that Monday night's City Council meeting also will be torn by verbal strife over the much-postponed Lake Avenue improvement ordinance, was indicated today.

The Lake Avenue ordinance, which provides for improvement of the stretch between Winchester Street and the B. R. & P. tracks, has been listed in the general order of business for two of the last three council meetings, and was dropped from one list.

Last week it was listed, but by request of Councilman Nelson A. Milne and Edward P. Flynn, introduction was delayed to permit a conference between city officials and representatives of property owners as to the type of pavement desired.

Councilman Milne said last week that there would be no objection to introduction of an ordinance at the next meeting, which falls on next Monday night. But the conference which Mr. Milne had expected during this week between city officials and Eugene J. Dwyer, representing Holy Sepulchre Cemetery and St. Bernard's Seminary, did not materialize, and it is possible that another postponement will be asked. About 90 per cent. of the property abutting the proposed improvement is owned by Holy Sepulchre Cemetery and St. Bernard's Seminary, and the balance by Riverside Cemetery.

Certain members of the council are expected to object to any further postponement. In spite of Mr. Milne's declaration that this delay does not jeopardize completion of the sewers in time to lay pavement next Spring after the sewer excavations settle and that the sewers can be installed during the Winter as well as during the Fall, it is held that construction of the sewers during the winter months would be a slow job with possibility that the excavations would not settle to permit installation of pavement before the heavy lake traffic begins next year.

Thus, it is argued by those who oppose delay in action on the ordinance, the main highway artery to the lake shore would be ripped up most of the year creating a bad traffic situation for motorists visiting both the cemeteries and the lake.

Two Lake Avenue ordinances, both relating to the same stretch, one specifying asphalt and the other concrete, are listed for introduction. The preliminary estimate for the concrete pavement is \$165,000 and \$100,000 for asphalt. Cost of the sewers is estimated at \$40,000 in addition to these amounts. The asphalt is an 11-inch pavement and the concrete, 8-inch. This pavement would be 36 feet wide, bounded by stone curbing, with storm water sewer and a five-foot sidewalk on the east side.

CITY OPPOSES PLAN TO CLOSE GLIDE STREET

Central Urges Diversion of Traffic to Subway To Be Built in Lyell at Commission Hearing.

A second hearing on the proposed elimination of the New York Central Railroad crossing of Lyell Avenue was discussed at a hearing before the Public Service Commission at the Court House today.

E. J. Gorman of the Public Service Commission presided. T. J. Jaynes, assistant engineer, appeared for the railroad; George E. Draper, deputy corporation counsel, and C. Arthur Poole, consulting engineer, represented the city. H. F. Brumm, grade crossing engineer, appeared for the Public Service Commission.

No opposition to the elimination of the crossing in question developed at the hearing, the main contention being the form the elimination would take. Most of the morning session was taken in the discussion of a plan presented by Jaynes in behalf of the Central.

The railroad suggested that the present grade crossings of Lyell Avenue and Glide Street be closed, and traffic diverted to a new subway in Lyell Avenue. It also suggested that a new street be built from Glide Street to Wetmore Park to take care of traffic from Campbell Park and Glide Street from the west. The railroad company's plan would cost approximately \$386,000, exclusive of land damages.

The suggestion of closing Glide Street was opposed by Mr. Draper and Mr. Poole, representing the city. They maintained that Glide Street is a channel for much traffic and that its closing would mean congestion in other streets in the vicinity. A survey taken under city direction showed that an average of 2,259 automobiles and 556 trucks passed through Glide Street daily in 12 hours, from 7 a. m. to 7 p. m. A continuation of the hearing was scheduled for this afternoon.

A. STRANGER

c problems.

CITY OFFERED FIRE FIGHTING OUTFITS FREE

To Be Loaned Equipment
Needed for Oil Blazes
Pending Outcome of
Suit Over Patent.

By agreement with the American LaFrance and Foamite Childs Corporation of Elmira, Rochester is to be equipped with apparatus to fight oil and gasoline fires for a year free of charge.

The American LaFrance Company, makers of fire engines, is now involved in litigation with the American Foamite Company of Philadelphia over patents on generators. Recently the city advertised for bids on ten generators and foam powder.

The American LaFrance Company submitted a bid on the generators, but because of the litigation in connection with the patents, this company rather than place the city of Rochester in the possible position of becoming involved in the litigation offered to loan the generators to the city.

Wendell E. Andrews, city purchasing agent, said the city is under no obligation whatsoever.

The 10 generators are to be placed on the 10 trucks of the fire department. As one of these trucks answers every alarm, gasoline and oil fire fighting equipment will be available at every fire. Mr. Andrews said the city will purchase the foamite powder from the American LaFrance Corporation.

Contract for 925 feet of iron fence to encircle the parking space at the Municipal Airport was let by the Bureau of Purchase and Supply to the Empire Fence Company for \$754. This figure, according to Mr. Andrews, is 20 cents a foot less than what the city ordinarily has to pay.

Another contract for materials needed in completing the airport was awarded the Britton Stone Company for 3,000 tons of stone and 1,000 tons of dust at a bid of \$5,780. The stone and stone dust is to be used in completing and constructing the runways.

Sergeant Motor Company was awarded a contract for four automobiles to cost \$2,300. These cars are to be used in the Department of Public Safety, two by the detective bureau and two by the auto theft squad.

City Seeking Relief for Flooded Streets

According to an announcement made yesterday by Mayor Joseph C. Wilson, city engineers are working with the mayor to develop plans to relieve the menace of flooded streets and cellars of which Post Avenue residents have complained. The situation has been studied by Frederick N. Smith, 682 Post Avenue, who states that the pipe in Post Avenue is only of 12-inch size and that an alteration causing the Dwyer Street sewer to empty into Burlington Avenue would relieve the congestion. The change would cause the tearing up of pavement only two feet wide and ten or twelve feet in length, according to Mr. Smith.

Similar alterations already have been made in parts of the city flooded by heavy rainfalls. Mayor Wilson asserted, and he considered it probable that such a change in Post Avenue would bring relief.

CARPENTERS RECOMMEND 5-DAY WEEK

Proposed as Unemployment
Relief by Convention of
State Council

HONOR ROCHESTER MAN Frank M. Connor Installed President for 13th Straight Term

Going on record as favoring the introduction of the five-day, 40-hour week as a means of ameliorating the present acute unemployment situation, the New York State Council of Carpenters and Joiners yesterday noon brought to a close its 22d annual three-day convention in Carpenters' Hall, North Fitzhugh Street.

Installation of officers, headed by Frank M. Connor of Rochester, who was elected president for the 13th consecutive time, took place yesterday morning under direction of Henry W. Blumenberg, general carpenters' representative, of New York City.

Adopt 11 Resolutions
Besides favoring the five-hour day, the council in its closing session adopted eleven resolutions on matters affecting the building trades. In these, it ordered setting up of machinery to operate against proposed legislation which it claims would cause unfair and unreasonable restriction of wood as a building material; opposed use of physical examinations in hiring employees of the building crafts, on the ground that if they are rejected for minor physical defects, countless workmen will be made dependent on charity; endorsed the all-American route for the proposed lake to ocean canal and proposed co-operation in a drive to unionize non-union shops and mills.

Another resolution censured the City of New York for evading the letter of the State labor law by calling carpenters at work at the municipal hospital on Ward Island "special attendants" and paying them \$90 a month instead of the prevailing rate of \$120 an hour.

A protest also was ordered sent to the Governor of New York against removal of the Barge Canal terminal to a point outside the city limits of Syracuse. "The carpenters claim that the removal has been threatened in the belief that the prevailing wage rate would not apply outside the city limits."

Delegates Selected
Although in a verbal list during the first day of the convention, the City of Rochester also had been charged with paying carpenters in its employ less than the prevailing rate, the only mention of the city government in resolutions adopted yesterday was contained in a statement expressing appreciation of the cordial reception accorded the delegates by city officials, as well as by the Rochester committee on arrangements. This committee was headed by Frank Wright, president of the Monroe District Council.

Besides being installed as president of the state body, Mr. Connor yesterday was chosen delegate to the national council of the United Brotherhood of Carpenters and Joiners, which will meet in Lakeland, Fla., next month. The following were delegated to represent the council at state conventions: New Jersey, Joseph Holzhauser, New York City; Illinois, William O. Jones, Utica; Massachusetts, Fred R. Mesko, Albany; Connecticut, Thomas Hanover, Buffalo; Pennsylvania, U. S. Miller, Rochester; and New York State Federation of Labor, William E. Brown, Utica.

EX-CLERK ARRESTED IN THEFT

Edward McGrath Accused
of Grand Larceny, First
Degree, Admits Taking
Over \$800 From the
Coffers of City.

Edward M. McGrath, 581 Melville Street, for 22 years a trusted employee of the Department of Public Works, was arrested on charge of grand larceny, first degree, this afternoon for his admitted theft of \$895.10 from collections in the water works department.

McGrath was discharged two weeks ago by Commissioner of Public Works Harold W. Baker, before there had been any intimation of embezzlement in the department.

When the shortages were discovered by the comptroller's office in checking the records, McGrath came under suspicion and today was taken to Police Headquarters where he was questioned by Commissioner of Public Safety George J. Nier, Deputy Comptroller Louis B. Cartwright and Detective Lieutenant Anthony Andrews.

According to Commissioner Nier, McGrath admitted to taking the \$895.10 after three hours of questioning. The admitted theft was made on or about June 16 of this year.

Deputy Comptroller Cartwright said that McGrath had listed currency collections and allowed them to accumulate, then taking a check for \$895, depositing it without making notation and taking the same amount of cash for his personal use.

Mr. Cartwright said that shortages may amount to several times that specified in the charge against McGrath. He intimated recommendation may be made for calling of outside accountants to conduct a thorough audit of every department, subject to Council action.

McGrath was held in \$5,000 bail. Check of the records will probably be made for the years 1926-27 and 28.

PAINTERS ASK \$1.15 AN HOUR

An appeal by Edward Decker, business agent for the Painters' Union, from the ruling of Supreme Court Justice Taylor, denying a motion for a writ of peremptory mandamus to compel City Manager Story to pay the prevailing rate of wages to men employed on city painting jobs, was expected today.

The city, according to the ruling, is entitled to have the issues threshed out before a jury. The prevailing rate is \$1.15 an hour. Men employed on painting jobs by the city are paid 65 cents an hour.

Decker, through his attorney, John D. Sullivan, maintained the city violated the state labor laws by paying the smaller rate. The men employed on city painting jobs were not skilled painters and should be classed as maintenance and repair men.

The denial of the writ by Justice Taylor was his second, the first time being in May when he granted an alternative order permitting the question be decided by a jury.

Expert Reports City's Sewage Fouls Beaches

Ontario Water Near Rochester Found so
Polluted as to Endanger the Health of
Swimmers—Dumping Raw Waste
in River Is Condemned.

Lake Ontario water in the neighborhood of Rochester so polluted that bathing in it is unsafe, Professor Henry H. Ogden, sewage disposal authority, reported today to a special committee of the Board of Supervisors.

He finds the present sewage disposal plant at Durand Eastman Park inadequate and strongly condemns the practice of dumping raw sewage in the Genesee River.

In his report Dr. Ogden describes methods which he used to make his tests, which are not yet completely finished. The present report is only a preliminary one, but states with out qualification that the waters of the lake in which thousands have been swimming and bathing during the last few weeks are not safe.

According to records filed at the State Health Department at Albany there were 2,371,000,000 gallons of raw sewage by-passed during 1927 into the lake from the disposal plant without septic tank treatment, county authorities say.

According to figures supplied by the same authorities an average of 40,000,000 gallons of sewage was treated at the Durand-Eastman plant per day during the same year. In other words approximately 16 per cent of the sewage which reached the plant passed through without septic tank treatment.

Excerpts from Dr. Ogden's report follow:

"My efforts have been directed to tracing the path of possible pollution from the river, with the feeling that if it could be shown that particles from either source of pollution habitually found their way to the bathing beaches and the shores, the source of such visible sewage as has been reported would be traced."

"That the river is at present a much polluted stream, and a possible cause of objectionable sewage seemed to be of need to demonstration. It is admitted that large quantities of raw sewage are discharged into it from the west side of the river, that various trades wastes are thereby disposed of, and the sight of organic matter of various sorts, including dead animals, floating down between the piers gave me direct evidence of its pollution."

"To test the direction of motion of submerged particles from both outfall sewer and river, I made use of three kinds of indicators, viz: First, bacterial analysis of the lake water; second, small wooden bottles, 2-3 submerged, containing postcards asking for prompt mailing to me with report on the place of floating; and three, red floats from 3 to 10 feet long, weighted at the bottom so that only four inches was exposed to the wind and the motion would be governed by the sub-surface currents of the lake."

General Pollution of Beaches
"The samples for bacterial analysis have been taken at half-mile intervals on lines parallel to the piers, which is also nearly parallel to the shore at Forest Lawn. Thirty-six samples were taken on each occasion and on nine different days these sets were collected, or 324 in all. Can was taken to make the collections at various times when the wind was blowing in different directions so that the effect of such different directions could be ascertained. The analyses were made at the Monroe County Laboratory by Dr. Chaffee, and I am personally indebted to him for his courteous co-operation and his conscientious and skillful service."

To Await Final Report
"My tentative conclusion, therefore, is that pollution from the sewer and from the river is definitely spread along the shore, that this pollution is of such a character and amount as to be dangerous for bathers, and that the obvious remedy is to limit carefully the times when, at the disposal plant, sewage is by-passed, enlarging the plant if necessary, with possible final chlorination and to treat adequately the sewage now discharged into the Genesee River."

screen area will be required, I am not yet prepared to say, but I am clear that no raw sewage ought to be allowed to flow by the plant directly into the lake.

"Nor am I as yet prepared to say whether or not, in the interest of the bathers, the sewage effluent ought to be chlorinated during the summer months. Certainly water containing B. coli in 1-10 cc. is not a safe water in which children may bathe. But it would seem a waste of chlorine to disinfect the relatively small amount of sewage from the sewer outfall, 50,000,000 gallons a day as a maximum, when 10 times that amount of polluted river water is apparently repeatedly distributed along the shores."

The City of Rochester, represented by City Manager Stephen B. Story, is entitled to have submitted to a jury the issues raised in the controversy between the Painters' Union and Mr. Story over the hourly rate paid to men employed in City Hall and public works painting. Supreme Court Justice Marsh N. Taylor ruled, yesterday.

The court made this ruling in denying a motion for a peremptory writ of mandamus sought by Edward Decker of 508 Seward Street, business agent for the painting, Supreme Court Justice Marsh N. Taylor ruled, yesterday.

Decker maintained that the city violated the state Labor Law by paying only 65 cents an hour to painters. This statute provides that mechanics employed on public works shall be paid not less than the prevailing rate for the same trades in the locality where the work is done.

It was pointed out that Comptroller Joseph C. Wilson, on Nov. 30, determined that the rate for painters employed by the city should be \$1.15 an hour.

Mr. Story, in opposing the writ, maintained that the men employed in renovating the City Hall and other city painting jobs, were not skilled painters and should be classed as "maintenance and repair men." The City Manager also held that the 65-cent an hour rate paid such men was the prevailing scale for such work in Rochester.

John D. Sullivan, attorney for Decker and the city's side of the litigation was in charge of Assistant Corporation Counsel George Rappe.

Little Duplication Expected In County, City Health Work

Appointment Of Sanitary Department By
Supervisors Causes Speculation Among
Taxpayers—Rochester Must Con-
tinue Check Of Milk Supply

By PAUL BENTON

Will there be duplication of effort between the city health bureau and the new county sanitary department?

Taxpayers interested in the size of their bills and students of government, professional and amateur, have been considerably interested in this question since the Board of Supervisors resolved to organize the county sanitary department several weeks ago, acting under a new section of the state sanitary code giving this authority to counties throughout the state.

Little Duplication Indicated

Investigation of the scope and plans of the new county department seems to indicate that there will be little if any duplication of work. Under the state law the city health bureau is required to

examine dairies from which milk sold in the city of Rochester is derived. This work cannot be delegated to any other department, nor can it be performed by a county or state agency under the law.

However it is considered by health officers in the county, who are familiar with the situation, extremely improbable that duplicate inspections will be made by the county department, except where specifically requested by the dairymen themselves.

The new county department probably will exert itself to coordinate the work of the 19 town health officers in the county, who at present, in addition to the health officers of the nine incorporated villages in the county, are responsible for the public health conditions affecting a population of approximately 150,000 persons. These health officers in the main are paid very little for their work, are compelled to make considerable study of public health methods and problems and are often called on to put in an amount of time and effort on the job which is a serious drain on their private practice and affairs.

In some of the towns, such as Irondequoit, Brighton, and to a lesser extent Greece, there are populations which exceed those of many large villages and even second class cities, the work of the health officer is extremely onerous and the system and remuneration is one better applicable to a cross roads hamlet than to a modern community.

It is the plan of the new county sanitary department to take, as much as possible, a burden of tireless and thankless work off the shoulders of the town health officers.

Reports to Board

For example, should complaint of an unsanitary condition somewhere in a town be made to the health officer, his first duty under the existing system would be to make a complete survey of the condition, after which he would have to refer it for action to the town board sitting as a board of health.

Under the system which it is hoped the county department will be able to set up, the complaint could be referred by the town health officer to the county department, which would make the necessary investigation and recommendations which would be turned back to the health officer.

This is only one example of the manner in which it is hoped that the new department will function.

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MOSTLY light bag
Gay prints and
crepes, Indian and Pl

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LAKE POLLUTED, CLAIMS EXPERT

Pollution of Lake
Genesee River and passing through
the city's Durand-Eastman disposal
plant untreated, is a menace to
salubrious bathers, according to
an eliminary report submitted today
by Professor Harry N. Ogden, head
of the Sanitary Engineering Department
of Cornell University.

The report was made to a special committee of the Board of Supervisors, appointed in May.

The board ordered an investigation following a complaint registered by Supervisor Lawrence of Webster in April and later engaged Professor Ogden.

Professor Ogden says in his report:

"My tentative conclusion is that pollution from the sewer and from the river is definitely spread along the shore and is of such character as to be dangerous to bathers. The obvious

remedy is to limit carefully the times when, at the disposal plant, sewage is by-passed, enlarging the plant if necessary with possible chlorination, and to treat adequately the sewage now discharged into the Genesee River."

He states further that he is not prepared to say as the result of his investigation whether the number of imhoff tanks at the disposal plant should be increased or whether an additional screen area will be required.

His investigation disclosed, he says, that the river is a much polluted stream through discharge of waste from the west side of the river from factories and city sewers.

BACTERIA PRESENT
Bacteria was present in the bay as far as seven and one-half miles from the shore, and that floating material must be equally distributed along the shore is unmistakable.

Testimony given before the committee, composed of Supervisor Miller, chairman, and Supervisors Kelly, Jenner, Schmitt and Harman, shows that in 1927, 2,371,000,000 gallons of raw sewage was by-passed into the lake without any septic treatment. In 1926, 1,721,000,000 gallons were by-passed.

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CITY OFFERED FIRE FIGHTING OUTFITS FREE

To Be Loaned Equipment
Needed for Oil Blazes
Pending Outcome of
Suit Over Patent.

By agreement with the American LaFrance and Foamite Childs Corporation of Elmira, Rochester is to be equipped with apparatus to fight oil and gasoline fires for a year free of charge.

The American LaFrance Company, makers of fire engines, is now involved in litigation with the American Foamite Childs Corporation of Philadelphia over patents on generators. Recently the city advertised for bids on ten generators and foam powder.

The American LaFrance Company submitted a bid on the generators, but because of the litigation in connection with the patents, this company rather than place the city of Rochester in the possible position of becoming involved in the litigation offered to loan the generators to the city.

Wendell E. Andrews, city purchasing agent, said the city is under no obligation whatsoever.

The 10 generators are to be placed on the 10 trucks of the fire department. As one of these trucks answers every alarm, gasoline and oil fire fighting equipment will be available at every fire. Mr. Andrews said the city will purchase from the foamite powder from the American LaFrance Corporation.

Contract for 925 feet of iron fence to encircle the parking space at the Municipal Airport was let by the Bureau of Purchase and Supply to the Empire Fence Company for \$754. This figure, according to Mr. Andrews, is 20 cents a foot less than what the city ordinarily has to pay.

Another contract for materials needed in completing the airport was awarded the Britton Stone Company for 3,000 tons of stone and 1,000 tons of dust at a bid of \$5,780. The stone and stone dust is to be used in completing and constructing the runways.

Sergeant J. J. Company was awarded a contract for repair automobiles to cost \$2,300. These cars are to be used in the Department of Public Safety, two by the detective bureau and two by the auto theft squad.

City Seeking Relief for Flooded Streets

According to an announcement made yesterday by Mayor Joseph C. Wilson, city engineers are working with the mayor to develop plans to relieve the menace of flooded streets and cellars of which Post Avenue residents have complained. The situation has been studied by Frederick N. Smith, 682 Post Avenue, who states that the pipe in Post Avenue is only of 12-inch size and that an alteration causing the Dunbar Street sewer to empty into Burlington Avenue rather than Post Avenue would relieve the congestion. The change would require the tearing up of pavement only two feet wide and ten or twelve feet in length, according to Mr. Smith.

Similar alterations already have been made in parts of the city flooded by heavy rainfalls. Mayor Wilson asserted, and he considered it probable that such a change in Post Avenue would bring relief.

CARPENTERS RECOMMEND 5-DAY WEEK

Proposed as Unemployment
Relief by Convention of
State Council

HONOR ROCHESTER MAN
Frank M. Connor Installed
President for 13th
Straight Term

Going on record as favoring the introduction of the five-day, 40-hour week as a means of ameliorating the present acute unemployment situation, the New York State Council of Carpenters and Joiners yesterday noon brought to a close its 22d annual three-day convention in Carpenters' Hall, North Fitzhugh Street.

Installation of officers, headed by Frank M. Connor of Rochester, who was elected president for the 13th consecutive time, took place yesterday morning under direction of Henry W. Blumenberg, general carpenters' representative, of New York City.

Adopt 11 Resolutions
Besides favoring the five-hour day, the council in its closing session adopted eleven resolutions on matters affecting the building trades. In these, it ordered setting up of machinery to operate against proposed legislation which it claims would cause unfair and unreasonable restriction of wood as a building material; opposed use of physical examinations in hiring employees of the building crafts, on the ground that if they are rejected for minor physical defects, countless workmen will be made dependent on charity; endorsed the all-American route for the proposed lake to ocean canal, and proposed co-operation in a drive to unionize non-union shops and mills.

Another resolution censured the City of New York for evading the letter of the State labor law by calling carpenters at work at the municipal hospital on Ward Island "special attendants" and paying them \$90 a month instead of the prevailing rate of \$120 an hour.

A protest also was ordered sent to the Governor of New York

against removal of the Barge Canal terminal to a point outside the city limits of Syracuse. The carpenters claim that the removal has been threatened in the belief that the prevailing wage rate would not apply outside the city limits.

Delegates Selected
Although in a verbal tilt during the first day of the convention, the City of Rochester also had been charged with paying carpenters its employ less than the prevailing rate, the only mention of the city government in resolutions adopted yesterday was contained in a statement expressing appreciation of the cordial reception accorded the delegates by city officials, as well as by the Rochester committee on arrangements. This committee was headed by Frank Wright, president of the Monroe District Council.

Besides being installed as president of the state body, Mr. Connor yesterday was chosen delegate to the national council of the United Brotherhood of Carpenters and Joiners, which will meet in Lakeland, Fla., next month. The following were delegated to represent the council at state conventions: New Jersey, Joseph Holzhauser, New York City; Illinois, William O. Jones, Ullrich; Massachusetts, Fred R. Mesko, Albany; Connecticut, Thomas Hanover, Buffalo; Pennsylvania, U. S. Miller, Rochester; and New York State Federation of Labor, William E. Brown, Utica.

EX-CLERK ARRESTED IN THEFT

Edward McGrath Accused
of Grand Larceny, First
Degree, Admits Taking
Over \$800 From the
Coffers of City.

Edward M. McGrath, 581 Melville Street, for 22 years a trusted employee of the Department of Public Works, was arrested on charge of grand larceny, first degree, this afternoon for his admitted theft of \$895.10 from collections in the water works department.

McGrath was discharged two weeks ago by Commissioner of Public Works Harold W. Baker, before there had been any intimation of embezzlement in the department.

When the shortages were discovered by the comptroller's office in checking the records, McGrath came under suspicion and today was taken to Police Headquarters where he was questioned by Commissioner of Public Safety George J. Nier, Deputy Comptroller Louis B. Cartwright and Detective Lieutenant Anthony Andrews.

According to Commissioner Nier, McGrath admitted to taking the \$895.10 after three hours of questioning. The admitted theft was made on or about June 16 of this year.

Deputy Comptroller Cartwright said that McGrath had listed currency collections and allowed them to accumulate, then taking a check for \$895, depositing it without making notation and taking the same amount of cash for his personal use.

Mr. Cartwright said that shortages may amount to several times that specified in the charge against McGrath. He intimated recommendation may be made for calling of outside accountants to conduct a thorough audit of every department, subject to Council action.

McGrath was held in \$5,000 bail. Check of the records will probably be made for the years 1926-27 and 28.

PAINTERS ASK \$1.15 AN HOUR

An appeal by Edward Decker, business agent for the Painters' Union, from the ruling of Supreme Court Justice Taylor, denying a motion for a writ of peremptory mandamus to compel City Manager Story to pay the prevailing rate of wages to men employed on city painting jobs, was expected today.

The city, according to the ruling, is entitled to have the issues threshed out before a jury.

The prevailing union rate is \$1.15 an hour. Men employed on painting jobs by the city are paid 65 cents an hour.

Decker, through his attorney, John D. Sullivan, maintained the city violated the state labor laws by paying the smaller rate. The city manager maintained that the men employed on city painting jobs were not skilled painters and should be classed as maintenance and repair men.

Expert Reports City's Sewage Fouls Beaches

Ontario Water Near Rochester Found so
Polluted as to Endanger the Health of
Swimmers—Dumping Raw Waste
in River Is Condemned.

Lake Ontario water in the neighborhood of Rochester so polluted that bathing in it is unsafe, Professor Henry H. Ogden, sewage disposal authority, reported today to a special committee of the Board of Supervisors.

He finds the present sewage disposal plant at Durand Eastman Park inadequate and strongly condemns the practice of dumping raw sewage in the Genesee River.

In his report Dr. Ogden describes methods which he used to make his tests, which are not yet completely finished. The present sewage disposal plant at Lake Ontario.

The bottles, 2½ inches long by ¾ inch diameter were used in groups of 25, and were dropped in the water at intervals of about a half minute. Four hundred and twenty-five bottles in all were used and out of every group of 25, whether the wind was from the north or south, one or more of the groups was found and returned to me.

Many were picked up on Ontario Beach, many at Summerville, and some as far east as Putneyville and Wolcott.

Direct Transfer Indicated
"The conclusion that floating material from the sewer must equally be distributed along the shore is unmistakable, even though as yet only 156 of these cards have been returned to me.

"The red floats were started, some at the mouth of the river and some at the outfall. With a northeast wind, they could be counted on to come back to shore. With a northwest wind also, they came ashore, but further east. With a strong west to northwest wind, floats traveled towards Forest Lawn and either grounded or followed the littoral current eastward.

"By all these tests, therefore, the direct transfer of sewage material from both river and sewer is plainly indicated. Whether the amount of such pollution is sufficient to cause a technical nuisance or not, whether it is in sufficient quantity to interfere with safe bathing or to reduce the value of shore property, is perhaps not a part of the question I was asked to answer. But I am clear that there is a very real danger to bathers who enter these polluted waters and that in the interest of the health of such bathers, two measures should be adapted.

More Careful Treatment Needed
"1. The sewage now discharged into the Genesee River should be adequately treated before such discharge.

"2. There should be such careful operation of the present sewage disposal plant that no sewage will be by-passed until the contemplated 3-fold dilution has been reached. Whether or not this will involve an increase in the number of trickling tanks, or whether or not additional screen area will be required, I am not yet prepared to say, but I am clear that no raw sewage ought to be allowed to flow by the plant directly into the lake.

"Nor am I as yet prepared to say whether or not, in the interest of the bathers, the sewage effluent ought to be chlorinated during the summer months. Certainly water containing B. coli in 1-10 cc. is not a safe water in which children may bathe. But it would seem a waste of chlorine to disinfect the relatively small amount of sewage from the sewer outlet, when 10 times that amount of polluted river water is apparently readily distributed along the shores.

General Pollution of Beaches
"The samples for bacterial analyses have been taken at half-mile intervals on lines parallel to the piers, which is also nearly parallel to the shore at Forest Lawn. Thirty-six samples were taken on each occasion and on nine different days these sets were collected, or 324 in all. Care was taken to make the collections on days when the wind was blowing in different directions so that the effect of such different directions could be ascertained. The analyses were made at the Monroe County Laboratory by Dr. Chaffee, and I am personally indebted to him for his courteous co-operation and his conscientious and skillful service.

"I have not as yet studied as I shall the results of these bacterial analyses, but I do not hesitate to say that they show a general pollution of the entire bay, with B. coli present in 1 cc. as far out as 7½ miles from shore, and with this objectionable group of organisms in the water near shore and including the beach in front of Ontario Beach.

To Await Final Report
"My tentative conclusion, therefore, is that pollution from the sewer and from the river is definitely spread along the shore, that this pollution is of such a character and amount as to be dangerous for bathers, and that the obvious remedy is to limit carefully the times when, at the disposal plant, sewage is by-passed, enlarging the plant if necessary, with possible final chlorination and to treat adequately the sewage now discharged into the Genesee River."

The committee heard and discussed the report of Dr. Ogden. It was said that the fact-finding body would wait until the final report of the investigator was placed in their hands before reporting to the Board of Supervisors. The committee is composed of Supervisors Miller, Twenty-first Ward; Kelly, Thirtieth Ward; Schmitt, Groceries, Jenner, Sixth Ward, and Hannan of Parks.

Prof. Ogden is the holder of the chair of sanitary engineering at Cornell University, and has been with that institution for 35 years. He is a member of the American Society of Civil Engineers, the Royal Sanitation Institution and of the New York State Public Health Council. At present he is professor of sanitary engineering at Cornell.

Testimony to the effect that employees at the city sewage disposal plant in Irondequoit have been taking in hay during the past when they should have been tending to duties connected with the plant was given by Andrew J. Charles at a meeting last Saturday.

Charge Negligence at Disposal Plant

The meeting was attended by Supervisors Hannan, Jenner and Miller and was held in conjunction with the investigation of sewage conditions at Lake Ontario.

Mr. Charles said he had been employed at the plant for six years previous to last November and that he took charge of all machinery and equipment. More laborers at the plant would add to its efficiency, according to Mr. Charles.

When asked for an explanation of the fact that sludge beds were not emptied as often as they should have been (which statement Mr. Charles had made previously), he said:

"Well, they would possibly be doing something else. There are times when taking in hay would keep the men busy in good weather and they would let it go."

"Then they should be attending to the beds instead of taking in hay."

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PAGE THIRTEEN

VOTE ON BOULEVARD TABLED BY COUNCIL IN SPIRITED DEBATE

Requests of Seminary and Cemetery Units Win Week's Delay over Plea by Goodwin for Immediate Action

LAKE AVENUE PAVING TERMS MOST LIBERAL, SESSION HEARS

Spirited debate developed last evening at the session of the City Council when Councilman Harry C. Goodwin introduced two ordinances for the improvement of Lake Avenue Boulevard. Councilman Edward P. Flynn on behalf of St. Bernard's Seminary and the Holy Sepulchre Cemetery asked for a delay to enable representative of the institutions to have a conference with City Manager Stephen B. Story. He took the position that nothing would be lost by a delay and urged Mr. Goodwin to acquiesce in it. Mr. Goodwin contended that the matter had dragged along for a long time and he received definite assurances last Monday that the ordinances would be introduced last evening. The council by a vote of five to one tabled the ordinances for a week.

It was brought out in the discussion that the conference has been fixed for 11 o'clock Friday morning. It also developed that if the ordinances were introduced last night one of the hearings would fall on Monday, Sept. 3, Labor Day, necessitating a hearing at that time. Councilman Nelson A. Milne joined in the request for a delay and Councilman Louis S. Foulkes said that he could not be in town on Labor Day and would like to be present at the hearing.

Councilman Goodwin read a formal statement outlining his views and remained adamant regarding the introduction of the ordinances. He said that he wants to be absolutely fair to the abutting property owners but felt that the

matter should come to a decision. Mayor Wilson asked the opinion of Deputy Corporation Counsel Irving L. Gelser regarding the status of the ordinance if it was introduced last evening and a hearing falling on Labor Day and was told that it would have to be re-introduced. Mr. Milne then moved that the matter be tabled for a week and Councilman Goodwin was the only one voting in the negative. Those supporting it were Councilmen Flynn, Foulkes, Milne, Chester A. Peake and Mayor Wilson.

After this action Mr. Goodwin moved that all local improvement ordinances before the council be tabled for the same reason for one week and the matter was unanimously carried.

No Excuse for More Delay—Goodwin

The matter of a better pavement for Lake Avenue has been up for consideration every year for years. It has reached a point where the interest of the city at large is so dominant, that such interest outweighs that of abutting property owners.

Under the terms of the two ordinances that have been prepared, the city will pay for all the paving in excess of 25 feet. That is more liberal than ever offered before. Now the fact that the city at large will have to pay the upkeep after the guarantee expires, I say is another reason why the city should have the right to say that this pavement must be constructed.

Now there is no excuse for further delay. Under the rules there are two public hearings. It will be 21 days before the ordinances are operative. We can pass both ordinances tonight. At the public hearings we can determine which type of paving the abutting property owners desire. For my own part, I want to say that in the end I shall vote for the ordinance calling for the type of paving the Department of Public Works believes is best, not only for the abutting property owners but for the city at large.

The bids cannot be called for until late in September. The contracts cannot be let and the work started until October. If the matter is delayed another week, or two weeks, that will put the work over until November. In some manner I am

going to force a vote on this question so members of the Council will go on record and next June I'll see to it that those who voted for delay will assume full responsibility for that delay.

First, as an excuse for delaying the introduction of the ordinance, it was stated on the floor that the people wanted to know how much a concrete pavement would cost. That they know now.

Day in and day out, the section of Lake Avenue involved is used more by people going to and coming from two cemeteries—Riverside and Holy Sepulchre. These two properties will benefit so much from a better pavement that they should be willing to pay their share of the cost. All the people in Rochester do not wish to have relatives and friends interred at these cemeteries and should not be called upon to pay more than has been proposed.

It has been said that the abutting property owners want concrete as against asphalt because it costs less. If these ordinances are not passed tonight, I shall introduce a resolution next week calling for an estimate for the use of "Black Base," which I am informed is a better pavement than concrete, that it costs less, that it wears longer, that repairs cost less—that "Black Base" is a better pavement in every way than concrete. So far as I can find out, the only criticism of "Black Base" is that no concrete is used in its construction.

Flynn Declares Request Reasonable

Mr. Flynn in the course of his remarks said that the officials of the two corporations, the St. Bernard Seminary and the Holy Sepulchre Cemetery, wanted to be fair in the matter and that he felt they were reasonable in their request for a week's delay to ascertain the cost, as it would not delay completion of the work. He said that he held them in the highest respect and esteem and felt that their request for a brief delay for study should be granted. He pointed out the fact that a large share of the citizenry of Rochester supported the two corporations and that their representatives were entitled to a hearing on the improvements.

Councilman Goodwin introduced a resolution directing City Purchasing Agent Wendell T. Andrews to ascertain the price that the owners of three parcels of land on the north side of Beach Avenue, adjoining Ontario Beach Park, want for their property. Councilman Goodwin explained to the council that he wanted to ascertain if the prices are reasonable before recommending condemnation proceedings. He advocated the addition of the property, which would connect Ontario Beach Park with Terry Park, as an addition to the bathing beach and provide a more advantageous site for a new bath house which Mr. Goodwin will propose to the council for construction this winter. He said that with Rochester concededly having one of the finest

bathing beaches in the country and with thousands of people, dependent on the weather, showing their interest in it, something should be done to develop the recreational center and that the construction of a new bath house was imperative.

The Council passed the ordinance for Leo Street asphalt pavement and walks at an estimated cost of \$17,000. Estimates were received from City Manager Story, prepared by Harold W. Baker, commissioner of public works, for the following improvements: Nellis Park concrete pavement, \$8,500; Florack Street opening, \$9,370; Presque Street asphalt pavement and sewers, \$40,000; Baldwin Street asphalt resurfacing, \$7,500; Daisy Street bituminous macadam pavement, \$8,600; Lattimore Road pavement, walks and sewers, \$64,000.

The Council received an ordinance from Mayor Wilson disapproving the price of \$20,000 asked by Samuel Markus and \$27,500 asked by Gilbert Locks for two parcels of land in North Goodman Street required for the widening of that thoroughfare.

Ordinances for Norton Street and Culver Road district sewers and Norton Street combined outlet sewer were introduced by Councilman William S. Durnan, and Councilman Milne introduced ordinances for Robin Street walks and grading, McNaughton Street concrete pavement, Velox Street concrete pavement and Plover Street walks, all of which were tabled for a week on motion of Councilman Goodwin.

Renewal of \$825,000 Notes Proposed

Councilman Foulkes introduced an ordinance disapproving a price of \$8000 asked by Rosario Maschis for Schultze Alley extension.

resolution directing Commissioner Baker to prepare an ordinance for the widening of Central Avenue from State Street to Mill Street. Councilman Durnan's resolution re-

VOTE ON LAKE AVENUE TABLED BY COUNCILMEN

Continued From Page 13.

tions were all referred to the Finance Committee.

A resolution for walks and grading in Sherman Street, concrete pavement in Fairgate Street, asphalt pavement in Wetmore Park was introduced by Councilman Milne and Councilman Peake introduced resolutions for an asphalt pavement in Pioneer Street and the asphalt resurfacing of Allen Street. They were adopted unanimously.

Mayor Wilson introduced an ordinance providing for the closing of portions of Commercial Street, Andrews Street, Central Avenue, Grad Street, Court Street and Main Street. This closing is beneath the street surface and is to provide for the construction of the tunnel in the river. The ordinance was referred to committee for public hearing.

LAKE AVENUE PAVING TERMS MOST LIBERAL, SESSION HEARS

Spirited debate developed last evening at the session of the City Council when Councilman Harry C. Goodwin introduced two ordinances for the improvement of Lake Avenue Boulevard. Councilman Edward P. Flynn on behalf of St. Bernard's Seminary and the Holy Sepulchre Cemetery asked for a delay to enable representative of the institutions to have a conference with City Manager Stephen B. Story. He took the position that nothing would be lost by a delay and urged Mr. Goodwin to acquiesce in it. Mr. Goodwin contended that the matter had dragged along for a long time and he received definite assurances last Monday that the ordinances would be introduced last evening. The council by a vote of five to one tabled the ordinances for a week.

It was brought out in the discussion that the conference has been fixed for 11 o'clock Friday morning. It also developed that if the ordinances were introduced last night one of the hearings would fall on Monday, Sept. 3, Labor Day, necessitating a hearing at that time. Councilman Nelson A. Milne joined in the request for a delay and Councilman Louis S. Foulkes said that he could not be in town on Labor Day and would like to be present at the hearing. Councilman Goodwin read a formal statement outlining his views and remained adamant regarding the introduction of the ordinances. He said that he wants to be absolutely fair to the abutting property owners but felt that the

matter should come to a decision. Mayor Wilson asked the opinion of Deputy Corporation Counsel Irving L. Gelser regarding the status of the ordinance if it was introduced last evening and a hearing falling on Labor Day and was told that it would have to be re-introduced. Mr. Milne then moved that the matter be tabled for a week and Councilman Goodwin was the only one voting in the negative. Those supporting it were Councilmen Flynn, Foulkes, Milne, Chester A. Peake and Mayor Wilson.

After this action Mr. Goodwin moved that all local improvement ordinances before the council be tabled for the same reason for one week and the matter was unanimously carried.

No Excuse for More Delay—Goodwin

The matter of a better pavement for Lake Avenue has been up for consideration every year for years. It has reached a point where the interest of the city at large is so dominant, that such interest outweighs that of abutting property owners.

Under the terms of the two ordinances that have been prepared, the city will pay for all the paving in excess of 26 feet. That is more liberal than ever offered before. Now the fact that the city at large will have to pay the upkeep after the guarantee expires, I say is another reason why the city should have the right to say that this pavement must be constructed.

Now there is no excuse for further delay. Under the rules there are two public hearings. It will be 21 days before the ordinances are operative. We can pass both ordinances tonight. At the public hearings we can determine which type of paving the abutting property owners desire. For my own part, I want to say that in the end I shall vote for the ordinance calling for the type of paving the Department of Public Works believes is best, not only for the abutting property owners but for the city at large.

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Renewal of \$825,000 Notes Proposed

Councilman Foulkes introduced an ordinance disapproving a price of \$8,000 asked by Rosario Maschire for Schlitz Alley extension. He also filed a remonstrance against the pavement resurfacing of Garson Avenue.

A petition was filed by Councilman Milne for the concrete pavement in Woodside Street and for a concrete pavement in Lake Avenue from Stutson Street to Beach Avenue. A petition was received from City Clerk Thomas P. O'Leary from the trustees of the Henrietta High School asking permission to connect with city water.

Councilman Milne introduced a

resolution directing Commissioner Baker to prepare an ordinance for the widening of Central Avenue from State Street to Mill Street. Councilman Durnan's resolution requesting an asphalt pavement ordinance for Portage Street was adopted.

Councilman Flynn introduced resolutions authorizing Comptroller Clarence E. Higgins to renew \$400,000 in local improvement notes; \$125,000 in school construction notes; \$25,000 in transit subway notes; \$25,000 in water works improvement notes and \$250,000 in overdue tax notes. These resolu-

Continued On Page 14.

...institution an opportunity to contribute suggestions, as well as to receive knowledge from institutions enriched from the Old World.

"I wanted to find what European museums were doing and get ideas of benefit to us," the director said, after telling how many museum men he had met while six months away from home, at the expense of their institutions, while he paid all his own expenses.

"I met a director from South Africa, E. C. Chubb of the City Museum and Gallery in Durban, Natal, Union of South Africa, who had come to study European museums. He was so interested in what I told him about the Rochester Museum that he came here before I got back. He was so impressed by our industrial depart-

Continued On Page 14.

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50c TAXI
TRIANGLE TAXI CO.
STONE 15

CORNS
QUICKLY REMOVED



Kohler's "One-Night" Corn Cure relieves pain quickly. Softens and loosens entire corn so you can lift it out with your fingers. Safe, sure, quick. Skin returns to normal. No danger of infection. Famous for 35 years. At your druggist. 15c. + 25c.

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FOR RENT
Factory Building

Containing 35,000 sq. feet
Floor Space

Steam heated and sprinkler system throughout. Plenty of light on all sides. Large yard space and railroad siding. Located on main thoroughfare, 5 minutes from Four Corners. Suitable for light manufacturing or storage. Will rent reasonable to reliable and responsible party. For full particulars write.

P. O. BOX 728

Pilgrimage
To Father Baker's National
Basilica and Shrine of Our
Blessed Lady of Victory
Sunday, August 19th

\$4.75

Including Fare Up and Return
Dinner
Sightseeing Trip Around Buffalo

Trip to be made in Beautiful
Busses—Leaving Postoffice,
Church St., at 7 A. M.

Lackawanna Tours
Make Reservations Now at
221 Central Bldg.,
158 Main St. E. Stone 1671

Puts Rheumatics on Their Feet

Wonderful Effect of Nurito that
Actually Enables the Helpless
to Go Back to Work.

DRUGGISTS GUARANTEE IT
Rheumatic sufferers are certainly going wild with joy at the discovery of Nurito. For the first time they have found something they can absolutely depend upon to rid them of the pain of rheumatism, sciatica, lumbago, neuralgia or neuritis. And to make it more emphatic, if it doesn't drive away the worst pain with two or three doses the druggist will refund your money. A New York specialist was finally induced to put up his famous prescription as a great public benefit. It works like a charm, fast and powerful, but harmless even to children, no opiates or other narcotics. By all means make a trial of this remarkable prescription that gets the helpless out of bed, sends them back to work, happy and free.

Nurito is now sold in the drug stores and is the greatest blessing yet discovered for those tortured with pains of rheumatism. Try it today. Don't wait.

WALGREEN
Drug Stores

ALL FIGURED OUT

Somebody has figured out that 167 things can be done with Sapolin. You won't need to do that many to get your money back in satisfaction over and over.

**HOUSEHOLD KIT OF
SAPOLIN PRODUCTS**
Value \$1.85

for **95c**

- 1 can of Gold Glaze
- 1 can of Silver Glaze
- 1 can of Mahogany Stain
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- 1 can of White Enamel
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- 1 can of Stovepipe Enamel
- 1 Brush-cleaning can
- 2 Brushes

Telephone for your kit if more convenient

**BARNARD, PORTER
& REMINGTON**
9, 11, 13 North Water St.
Main 8149

Picture Sale to Aid 'Old Ironsides' Plan

Reconditioning of "Old Ironsides" is progressing on schedule, according to Navy Recruiting Officer J.

ALBANY READY FOR SMITH'S NOTIFICATION

Warners Among Prominent Group to Occupy Part of Special Stand

Albany, Aug. 13.—(Special Dispatch)—Plans for the formal notification on Wednesday of Governor Smith of his nomination for the presidency which include preparation for the handling of a crowd of 100,000 were virtually complete tonight.

While it is expected that two-thirds of the crowd will consist of those living in Albany and the immediate vicinity, large delegations of prominent Democrats from all important cities of the East are expected, including a considerable number from Rochester.

A special platform is being provided on the Capitol steps, where the ceremony will take place, for the seating of members of the Governor's family, their immediate friends, and for the 48 members of the Notification Committee and prominent Democrats from all over the nation.

Warners To Attend

In this group will be seated Major and Mrs. John Adams Warner and members of the Warner family in Rochester who come to the ceremony.

Seats have also been provided directly in front of the speaker's platform for 250 newspapermen. A long line of steps enclosed with a rail lead from the top of the Capitol steps down to the platform. It is by these steps that the official party will enter. It will consist of the Governor, Senator Key Pittman, of Nevada, and chairman of the Notification Committee; the members of the committee, George B. Graves, the governor's assistant and secretary; John J. Raskob, chairman of the Democratic National Committee, most of the members of the committee, and the governor's full military staff.

The spectators not assigned to platform seats will stand out on the great lawn of the capitol and the words of the notification and acceptance speech will be carried to them by amplifiers.

A large group of state police will be called in by Major Warner from various parts of the state to assist local police in handling the crowd and they will be in general charge under his direction.

Vast Radio Audience

The preliminary entertainment will begin at 5:40 o'clock when two bands will play alternately to entertain the assembling throng. Promptly at 7:30 o'clock a bugler will call attention and the official party will appear.

The speech of Senator Pittman formally notifying the Governor in conformity with the custom of generations will be brief. The Governor will then step to the microphone and outline to a vast audience, present and at the radio, his position on issues of the campaign.

The radio hookup will include most of the stations of importance in the country and will be one of the largest yet made. It will be transmitted to Europe by short-wave length stations where it will be picked up and re-broadcasted. This was also done with the Hoover ceremony at Palo Alto.

Cornell Man Will Lead Poultrymen on Tour

The annual county tour for poultrymen conducted by the Monroe County Farm Bureau will take place tomorrow with James E. Rice, head of the Department of Poultry Husbandry at Cornell, leader of the tour. He will address the poultrymen following a picnic at the Mendon Pond County Park on "The Poultry Situation and How to Meet It."

It is planned to visit four types of poultry business in the east side of Monroe County, to study equipment, and feeding and management methods, with emphasis on methods of rearing young stock. The tour will start at 10 o'clock at the farm of John Denk, just south of Fairport on the Turk Hill road. Other poultry plants to be visited are those of Thomas Curwood at Mendon Pond, John James at Henrietta and Leroy T. Dunn near West Henrietta.

Stereotypers Union Has Outing at Lake

The third annual picnic of the Stereotypers' Union of Rochester was held at Point Pleasant Sunday afternoon. The picnic was attended by representatives of all four of Rochester's newspapers. The program, consisting of games, sports and refreshments, was featured by a baseball game between the married and the single men with Joe Winkler in charge. The married men eked out a victory, 12 to 11.

Ken Wakoham served as general chairman, Jack Farrell, acting in the role of treasurer, was assisted by Frank Picknell. Bob Parr provided the amusement as chairman of the sports committee, while Ida, dore Komian and George Werner took charge of the refreshments.

To-day's Doings

Seneca Hotel—Convention of Improved Order of Red Men.

...an opportunity to contribute suggestions, as well as to receive knowledge from institutions enriched from the Old World.

"I wanted to find what European museums were doing and get ideas of benefit to us," the director said, after telling how many museum men he had met while six months away from home, at the expense of their institutions, while he paid all his own expenses.

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**Picture Sale to Aid
'Old Ironsides' Plan**

Reconditioning of "Old Ironsides"
is progressing on schedule, according
to Navy Recruiting Officer J.
Rouse, of the Post Office Building,
and within a year may be seen at
Rochester when it starts the trip
planned to Atlantic and Pacific
ports and Great Lakes cities.

More than \$500,000 all ready has
been collected by popular subscription,
but \$200,000 additional
funds are needed to complete the
work, Officer Rouse stated, and a
portion of this is expected to be
made up here by the sale of several
hundred copies of Gordon Grant's
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Ken Wakeham served as general
chairman. Jack Farrell, acting in
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by Frank Picknell. Bob Parr pro-
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of the sports committee, while Isa-
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took charge of the refreshments.

To-day's Doings

Seneca Hotel—Convention of Im-
proved Order of Red Men.

50 Ackerman Street—Lawn Festi-
val of Women's Council of Third
Presbyterian Church, evening.

Powers Hotel—Rotary Club meet-
ing, noon. Discussion of convention
here next year.

The Sagamore—Lions Club meet-
ing, noon. Clinton N. Howard, speak-
er, on "Practical Politics."

Hotel Windsor, Summerville—Gold
Star Mothers, Card Party, afternoon.

West Webster—Sausage Roast of
Parent-Teacher Association of Car-
thage School No. 8.

Highland Park, Lamberton Conser-
vatory—Park Bureau floral exhibi-
tion, 10 A. M. to 5 P. M.

Public Library—Central Library,
8 A. M. to 8 P. M.; 12 branch librar-
ies, 2 to 9 P. M.

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seums. He was so interested in
what I told him about the Roch-
ester Museum that he came here
before I got back. He was so im-
pressed by our industrial depart-

Continued On Page 11.

**Man Escapes Police
After Terror Reign**

Drink crazed, according to the
police, and running amuck with
a long knife, Jack Morgan, 26, of
71 South Fitzhugh Street, terror-
ized in South Ford

LAKE WATER SAFE FOR BATHING, SAYS NIER

City Employee Charged in Public Works Theft Free on Bail

TESTS OF WATER MADE AT ONTARIO BEACH EACH DAY

Pollution Charges Made in Report to Supervisors by Engineer of Cornell Stoutly Denied

RAW SEWAGE RUN INTO LAKE, PROFESSOR OGDEN DECLARES

Sharp and direct issue was taken last evening by Public Safety Commissioner George J. Nier, to the allegations made yesterday by Professor Harry N. Ogden, sanitary engineer of Cornell University, that the waters of the lake are polluted with sewage to a point which makes it hazardous for persons to bathe at the lake beaches.

Professor Ogden's assertions, which he termed tentative conclusions, were made in a report to the Board of Supervisors, which had hired him to make an investigation. The direct transfer of sewage from both the river and the sewage disposal plant in Durand-Eastman Park is indicated by facts he has ascertained and tests he has made, said Professor Ogden. He is not sure, he says, whether the pollution is sufficient to cause a technical nuisance, but says that it is a real danger to bathers.

In his reply, Commissioner Nier intimates that there is a movement afoot to embarrass Public Works Commissioner Harold W. Baker; declares that he, Commissioner Nier, as head of public safety, has a direct and official interest in the safety of city beaches, and cites tests made under the direction of Dr. George W. Goler, health officer, to determine the condition of the waters of the beaches and to take all and sufficient precautionary measures to protect the thousands who use them. Referring to a statement made by Dr. A. W. Johnson, acting health officer in the absence of Dr. Goler, Commissioner Nier says:

"Dr. Johnson informed me to-day that the water at Ontario Beach Park is the finest for bathing that has ever come to his attention."

Tests Prove Purity, Nier Says

The water at the Municipal bathing beaches at Ontario Beach Park and Durand-Eastman Park is perfectly safe for bathers, Mr. Nier said last night. Commissioner Nier's statement was corroborated in detail by Dr. A. W. Johnson, acting health officer in the absence of Dr. George W. Goler.

The water at Ontario Beach Park is particularly free from harmful bacteria and it is as safe as any bathing beach in the country, according to Dr. Johnson. Tests of the water have been made three times daily for some time. Not a single test has given any evidence of contamination, Commissioner Nier said.

Ontario Beach Park bathing beach is especially safeguarded from river pollution because of the concrete pier separating the river from the lake and by the fact that the current of the lake is eastward, Commissioner Nier pointed out. He said that the Health Bureau is zealously safeguarding the citizens of Rochester and with the thousands of people using the bathing beaches, if any hazardous situation prevailed, Dr. Goler and his assistants would be the first to make public the facts. Dr. Goler

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Ontario Beach Park represents what experts say is one of the finest bathing beaches in the country. The city has a large investment there which is richly justified by the comfort and enjoyment to thousands of people who visit the park, especially in hot weather. It is a serious charge that Dr. Ogden makes against the Municipal bathing beaches which should not be made on what he himself terms as a tentative conclusion. Rochester's Health Bureau is noted throughout the country for its efficient work in looking after public health and the citizens of Rochester may use the Municipal bathing beaches confident in the judgment of the health authorities that the water is perfectly safe. Should there be a change in the condition of the water at any time or any evidence of contamination shown by any of the tests, we will make it known to the public immediately.

"Dr. Johnson has had a wealth of experience in testing water at

Claims Pollution Along Shore

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Professor Ogden was engaged by the special committee to make an investigation after Supervisor Dayton T. Lawrence, of Webster, complained in May that Rochester sewage was polluting the beaches. The special committee consists of Supervisors Edward L. Miller, Twenty-second Ward; Timothy J. Kelly, Thirteenth Ward; William E. Schmitt, Greece; Herbert S. Jenner, Sixth Ward; and Jesse B. Hannan, Perinton.

Professor Ogden states the present sewage disposal plant is inadequate and condemns the practice of dumping raw sewage into the lake without passing it through the

hoff sludge tanks. Various trade wastes and large quantities of raw sewage dumped into the river make it a polluted stream, he finds. The remedy, he says, is carefully to limit the times when sewage is by-passed, enlarge the plant, employ chlorination when practicable and adequately treat all sewage now discharged into the river.

The report is tentative and will be followed by a final report later, Dr. Ogden states. The special committee tabled the report, awaiting the investigator's further recommendations.

Excerpts from Dr. Ogden's report follow:

"My efforts have been directed to tracing the path of possible pollution from the sewer outfall and from the river, with the feeling that if it could be shown that particles from either source of pollution habitually found their way to the bathing beaches and 1-2 shores, the source of such pollution as has been reported would be traced.

"That the river is at present a much polluted stream, and a possible cause of objectionable sewage seemed to me to need no demonstration. It is admitted that large quantities of raw sewage are discharged into it from the west side of the river, that various trade wastes are thereby disposed of, and the sight of organic matter of various sorts, including dead animals, floating down between the piers gave me direct evidence of its pollution.

"To test the direction of motion of submerged particles from both outfall sewer and river I made use

of three kinds of indicators, viz.: First, bacterial analysis of the lake water; second, small wooden bottles, two-thirds submerged, containing postcards asking for prompt mailing to me with report on the place of find, and three red floats from 3 feet to 15 feet long, weighted at the bottom so that only four inches was exposed to the wind and the motion would be governed by the sub-surface currents of the lake.

"The samples for bacterial analyses have been taken at half-mile intervals on lines parallel to the piers, which is also nearly parallel to the shore at Forest Lawn.

Thirty-six samples were taken on each occasion and on nine different days these sets were collected, or 324 in all. Care was taken to make the collections on days when the wind was blowing in different directions so that the effect of such different directions could be ascertained. The analyses were made at the Monroe County Laboratory by Dr. Chaffee, and I am personally indebted to him for his courteous co-operation and his conscientious and skillful service.

"I have not as yet studied as I shall the results of these bacterial analyses, but I do not hesitate to say that they show a general pollution of the entire bay, with E. coli present in less as far out as 7 1/2 miles from shore, and with this objectionable group of organisms in 100cc samples generally present farther shore and including the waters in front of Ontario Beach. The bottles, 21-2 inches long by 1 inch diameter, were used in groups of 25, and were dropped in the water at intervals of about a minute. Four hundred and twenty-five bottles in all were used out of every group of 25, after the wind was from the north or south, one or more of the groups was found and returned to me. Many were picked up on Ontario Beach, many at Summerville, and some as far east as Putneyville and Wolcott.

"Direct Transfer Indicated
"The conclusion that floating material from the sewer must equally be distributed along the shore is unmistakable, even though as yet by 155 of these cards have been returned to me.

"The red floats were started, some at the mouth of the river, some at the outfall. With a least wind, they could be blown on to come back to shore, a northwest wind also, they ashore, but further east, a strong west to northwest wind, floats traveled towards Forest Lawn and either grounded or followed the littoral current eastward.

"By all these tests, therefore, the direct transfer of sewage material from both river and sewer is plainly indicated. Whether the amount of such pollution is sufficient to cause a technical nuisance or not, whether it is in sufficient quantity to interfere with safe bathing or to reduce the value of safe property is perhaps not a part of the question I was asked to answer. But I am clear that there is a very real danger to bathers who enter these polluted waters and that in the interest of the health of such bathers, two measures should be adopted.

"Careful Treatment Proposed
"1. The sewage now discharged into the Genesee River should be adequately treated before such discharge.

"2. There should be such careful operation of the present sewage disposal plant that no sewage will be by-passed until the contemplated three-fold dilution has been reached. Whether or not this will involve an increase in the number of Imhoff tanks, or whether or not additional screen area will be required, I am not yet prepared to say, but I am clear as to the fact that no raw sewage ought to be allowed to flow by the plant directly into the lake, whether or not, in the interest of the bathers, the sewage effluent ought to be chlorinated during the summer months. Certainly water containing B. coli in 1-10 cc. is not a safe water in which children bathe. But it would seem a waste of chlorine to disinfect the relatively small amount of sewage from the sewer outfall, 50,000,000 gallons a day as a maximum, when 10 times that amount of polluted river water is apparently readily distributed along the shores.

"To Await Final Report
"My tentative conclusion, therefore, is that pollution from the sewer and from the river is definitely spread along the shore, that this pollution is of such a character and amount as to be dangerous to bathers, and that the obvious remedy is to limit carefully the times when, at the disposal plant, sewage is by-passed, enlarging the plant if necessary, with possible final chlorination and to treat the sewage now discharged into the Genesee River.

"According to records filed at State Health Department, a bany there were 2,371,000 gallons of raw sewage by-passed in 1927 into the lake from the disposal plant without septic tank treatment, county authorities say. According to figures supplied by the same authorities an average of 40,000,000 gallons of sewage was treated at the Durand-Eastman plant per day during the same year.

Professor Ogden is the holder of the chair of sanitary engineering at Cornell University, and has been with that institution for 35 years. He is a member of the American Society of Civil Engineers, the Royal Sanitation Institution and of the New York State Public Health Council. At present he is professor of sanitary engineering at Cornell.

VETERAN CASHIER IS HELD

E.M. McGrath, 22 Years in City System, Faces Grand Larceny Count ARREST CLOSES 3 WEEKS' PROBE

Admits Taking \$895.10, Nier Says; Greater Sum Missing, Hinted

By HIRAM MARKS

As a result of investigation conducted for the last three weeks into alleged defalcations in accounts in the Department of Public Works, Edward M. McGrath, 581 Melville Street, was arrested on a charge of grand larceny, first degree, yesterday afternoon. McGrath is the bookkeeper and cashier in the Department of Public Works and has been in the city's service for twenty-two years. He was released on a \$5,000 bail bond and will be arraigned in City Court this morning.

McGrath is specifically charged with the theft of \$895.10 on June 6, but the embezzlement of this fund is believed to have aggregated a much larger amount. After being questioned for three hours yesterday at police headquarters by Public Safety Commissioner George J. Nier, McGrath said to have admitted the appropriation of the \$895.10. McGrath was discharged from the city service about two weeks ago when attention attached to his records in the Department of Public Works.

First Denied Accusations
Commissioner Nier, whose skill as an investigator attracted much attention when he was connected with the District Attorney's office, was asked by City Manager Stephen E. Story to conduct the examination of McGrath after records and checks obtained by Comptroller Lawrence E. Higgins and Auditor Lewis Cartwright showed discrepancies. McGrath is said to have admitted any connection with the shortages in the Department's funds but, after a steady examination by Commissioner Nier, assisted by Curtis W. Barker, deputy chief of police, Anthony Andrews, acting detective captain, and Mr. Cartwright, is said by the officials to confess to the theft of the \$895.10.

The money was appropriated in order to cover up a check to the city by Baram & MacFarland.

In examining contractors, the Department of Public Works does a large amount of business for plumbing concerns, principally making sewer connections, and these accounts and records were in the custody of McGrath. McGrath's system of defalcation, according to Commissioner Nier, was to carry a cash book showing daily balances of receipts with credits of deposits turned over to city treasurer. Some of the receipts of the Department of Public Works were in cash and others in checks. It is charged that McGrath appropriated in cash the \$895.10 and deposited to the credit of the cash fund the Baram & MacFarland check. This made the cash account balance but carried Baram & MacFarland on the Department's records as a debtor to the city. It is declared that these defalcations were covered up in part by the destruction of the Department's charge card after the account was carried along for a time.

Records in Poor Condition
A complete audit is being made under the direction of City Manager Story and Comptroller Higgins to ascertain how far back the theft of city funds has gone. The investigation thus far indicates that it covers several years and, while much inconvenience is being experienced in reaching the bottom of the affair, because of the poor condition of the records, the city officials are confident that they will unearth all the facts.

The discovery of the shortage in the Department of Public Works in charge of Commissioner Harold W. Baker and the shortage in the Bureau of Buildings is largely due to the audit that was ordered by the City Council under resolution of Councilman Harry C. Goodwin. This was the first general audit of city accounts that was made in some years and was part of the plan of the new administration to put the city's bookkeeping and accounting system in first class condition. Certain recommendations were made by the auditing firm of Naramore & Niles, Inc., and it was while these were being placed in effect by Controller Higgins that the shortages in the Department of Public Works accounts were discovered. The system here, which had been in effect for a number of years, was especially criticized by the auditor.

Story Compliments Nier
The shortages have convinced City Manager Story that every possible means should be exhausted to determine that the city's accounts are in satisfactory condition, and every item in municipal finance is being closely scrutinized by Comptroller Higgins under Mr. Story's direction. Mr. Story is confident that when the recommendations are completely put into effect, there will be a thorough check on all money coming into the custody of city employees, and the possibility of defalcation will be eliminated.

Co-operating with Commissioner Nier in working up the case was Commissioner Baker. Commissioner Nier's skill in building up the facts compelling McGrath to admit their authenticity was lauded by Mr. Story.

It will be several days before an accurate check can be made on the amount of money that is missing but the investigation thus far has shown it is considerably larger than the \$895.10 that McGrath is said to have admitted appropriating for his own use.

NEW LAKE TESTS ARE ORDERED

Tests of water in Lake Ontario from Summerville to Sea Breeze for bacteria was ordered today by Commissioner of Public Safety Nier, as the result of the report made by Professor Harry N. Ogden of Cornell University to a special committee of the Board of Supervisors that the water was unsafe for bathing.

This action was taken after a conference between the commissioner and City Manager Story. Officials of the Health Bureau will make the tests.

At the same time, Supervisor Edward L. Miller, chairman of the committee which made public the report of pollution by the dumping of raw sewage into the lake from Durand-Eastman Park, disposal plant and into the Genesee River, denied there was any politics being played.

He said: "The committee was surprised when it learned that the city disposal plant was not taking care of its sewage. This was shown from the plant's own records, filed with the State Department of Health."

"It was known that the river was a source of pollution, but the people did not know, generally, that sewage was not being taken care of at the plant, committed in 1916 and supposed to take care of Rochester's growing needs."

Authorities Differ
"Supervisor Lawrence made the complaint, and the committee was appointed to find out the facts."

"The whole question simmers down to whether the city health officials are to be believed or whether faith is to be placed in Professor Ogden, a nationwide expert in sanitary matters."

Commissioner of Public Works Baker is embarrassed by the report, let him rectify the conditions disclosed. "The facts as disclosed by the report are plain enough to the layman. I am a plumber and I thought that the city disposal plant was the last thing in construction."

He said that last night, a resident of Nine Mile Point had called him on the phone to tell of conditions in a small creek there, which he claimed was filled with sludge.

SLUDGE DAMAGES
Property along the lake front was being damaged by the accumulations of sludge, he maintained. He added:

"The committee, when it was ordered to make the investigation, went to one of the best known experts in the country to make the tests. He did and his report shows the facts."

Commissioner Nier wished to make plain that from a laboratory standpoint, all water is contaminated. But he said that none of the tests taken along the city

beaches had shown the presence of bacteria coli, the typhoid germ, to the extent that Professor Ogden's report states—110 cubic centimeters.

City Manager Story said there was nothing new about the conditions in the Genesee River. These have been known for a long time, he said, and Commissioner Baker and other city officials were working on plans to take care of sewage from the west side of the river by the construction of two plants. He added:

"The delay has been caused by the fact that trade wastes from the Eastman Kodak plant showed both acid and alkaline content on alternate days. Before we went ahead with plans we wanted to find out a practical way to dispose of the wastes without constructing a plant that was not efficient."

The Eastman Kodak Company is spending a large sum of money in attempting to find out some manner of taking care of this condition, he said. They are working in co-operation with city officials.

Both City Manager Story and Commissioner Nier were indignant that the report was released on one of the hottest days of the summer, when thousands were deprived of the pleasures of bathing.

Commissioner Nier said: "If the tests at any time show the water dangerous for bathing, we will be the first to close the beaches. Our tests so far have not shown the water to be so."

"It is a serious charge that Professor Ogden makes against the Municipal bathing beaches which should not be made on what he himself terms as a 'tentative conclusion.' Rochester's Health Bureau is noted throughout the country for its efficient work in looking after public health and the citizens of Rochester may use the bathing beaches confident in the judgment of the health authorities that the water is perfectly safe. Should there be any change in the condition of the water at any time or evidence of contamination shown by any of the tests, we will make it known immediately."

Mr. Andrews announced today that three police automobiles would be auctioned off Tuesday at 10 a. m. at the police garage in Exchange Street.

Other contracts awarded are: Anderson Avenue asphalt resurfacing, to Thomas Holman, \$32,107.75; Rocket Street asphalt resurfacing, John Petrossi Company, \$2,038.55; Canton Street concrete pavement between Waldo and Otis streets, William Bailey Corporation, \$2,969.45; Canton Street between Otis and Bergen streets, concrete pavement, sewer and walks, F. W. and J. C. Crouch, \$9,963.65.

Merits Investigation Controversy Between City and Union Painters Over Wage Question Should Be Aired Before Jury.

Prompt submission to a jury of the issues involved in the controversy between the city and union painters regarding wages should follow the decision by Supreme Court Justice Taylor, which clears the way for such action.

Union painters contend the Department of Public Works violated the labor law by employing painters for city jobs at 65 cents an hour, whereas the prevailing rate is \$1.15 an hour.

Admission is made by the city that it did pay the lower rate for work, but maintains that skilled painters were not employed, and that those who did the work were "maintenance and repair men."

Very specifically a recent enactment of the Legislature states that the prevailing rate of wages shall be paid by all municipalities to different tradesmen for their work.

Without attempting to judge in advance the merits of this controversy, it is very certain the people of this city are not anxious to evade, through any subterfuge, the provisions of that law.

A Problem for the City Glide Street and Lyell Avenue Crossings Should Be Eliminated But Street Should Not Be Closed Because of Heavy Traffic

Elimination of grade crossings at Glide Street and Lyell Avenue is both desirable and necessary, but it should be accomplished without the necessity of closing Glide Street south of Lyell Avenue.

Glide Street is a long, wide thoroughfare which now carries a large amount of traffic. To close a section of it, diverting traffic into other streets, would tend to create congestion in them.

Rightly, the city opposes the plan submitted at the Public Service Commission hearing so long as it includes this particular expedient which would create new problems.

OFFICE SUPPLY CONTRACT LET BY ROCHESTER

Average Saving of 33 Per Cent. Reported on First Bids of Sort—Stationery Company Is Lowest.

Contract for office stationery and supplies today was awarded for the first time under the newly inaugurated stores division of the Bureau of Purchases and Supply, the amount bid by the successful bidder showing an average saving of 33.3 per cent for the city.

The contract was awarded the Rochester Stationery Company on a bid of \$1,332.66. Mr. Bourne was next low with \$1,708.23.

Saving on various items in the contract, according to Purchasing Agent Wendell E. Andrews, ranges from 10 to 40 per cent, and in some instances the saving is more than 50 per cent.

Under the new stores division system, city supplies will be purchased in bulk and distributed on requisition to the various departments and offices by a city delivery. Many of the items under office supplies have been standardized, as in the instance of pencils, where 12 grades have been cut to three grades, and in scratch pads where eight different sizes have been cut to three in one grade and four in another. The saving in the latter item alone is 45 per cent. More than he had been allowed on the trade in.

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made exhaustive tests, Commissioner Nier said, and has found the water completely free from harmful bacteria.

"I have heard many rumors about the investigation that the Supervisors' committee has been making into the alleged pollution of Lake Ontario and about the intent said to be behind it to embarrass Harold W. Baker, Commissioner of Public Works," said Mr. Nier. "As Commissioner of Public Safety, I have a direct interest in safeguarding the health of the thousands of people who use the Municipal beaches. As a consequence, I requested Dr. Goler to see that thorough tests of the water were made at very frequent intervals so that we would be completely informed of its condition. These tests have been continued daily and every evening the water at the beaches has been chlorinated as an extra precaution against contamination. I notice that Dr. Ogden said that his report is termed a tentative conclusion but we can speak authoritatively when we say that the water is perfectly safe. Of the thousands of people who use the beaches daily, especially at Ontario Beach Park, not one case of

infection or sickness contracted from the water has come to either my attention or the health authorities.

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"Dr. Johnson has had a wealth of experience in testing water at

bathing beaches throughout the country and he informed me to-day that the water at Ontario Beach Park is the finest for bathing that has ever come to his attention. This conclusion is not reached by a single test but by a series of thorough examinations into the presence of harmful bacteria and it is by this close vigilance of the water that the Health Bureau intends to see that the people of Rochester have safe bathing. Some bathers haven't missed a day all through the season and they show no evidence of any illness or disorder. It is unfortunate that the water at our beaches should be impeached and, while we can speak with authority for only the water with Ontario Beach Park and Durand-Eastman Park, we can say, without qualification, that the water is absolutely safe and we are confident that the people of Rochester who look to its efficient health bureau for protection will accept this statement fully and continue to enjoy the excellent bathing that has been available this season and which, at the present time, is at its very best."

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Careful Treatment Proposed

"1. The sewage now discharged into the Genesee River should be adequately treated before such discharge.

"2. There should be such careful operation of the present sewage disposal plant that no sewage will be by-passed until the contemplated three-fold dilution has been reached. Whether or not this will involve an increase in the number of Imhoff tanks, or whether or not additional screen area will be required, I am not yet prepared to say, but I am clear that no raw sewage ought directly into the lake, by the plant or by any other means, whether or not, in the interest of the bathers, the sewage effluent ought to be chlorinated during the summer months. Certainly water containing E. coli in 1-10 cc. is not a safe water in which children may bathe. But it is which sewage, the effluent of chlorination to disinfect the relatively small amount of sewage from the sewer outfall, 50,000,000 gallons a day as a maximum, when 10 times that amount of polluted river water is apparently readily distributed along the shores.

To Await Final Report

"My tentative conclusion, therefore, is that pollution from the sewer and from the river is definitely spread along such a large part of the shore that it is dangerous to bathers, and that the obvious remedy is to limit carefully the times when, at the disposal plant, sewage is by-passed, enlarging the plant if necessary, with possible final chlorination and to treat the sewage now discharged into the Genesee River."

According to records filed at State Health Department, many there were 2,371,000 gallons of raw sewage by-passed

ing 1927 into the lake from the disposal plant without septic tank treatment, county authorities say. According to figures supplied by the same authorities an average of 40,000,000 gallons of sewage was treated at the Durand-Eastman plant per day during the same year.

Professor Ogden is the holder of the chair of sanitary engineering at Cornell University, and has been with that institution for 35 years. He is a member of the American Society of Civil Engineers, the Royal Sanitation Institution and of the New York State Public Health Council. At present he is professor of sanitary engineering at Cornell.

By HIRAM MARKS

As a result of investigation conducted for the last three weeks into alleged defalcations in accounts in the Department of Public Works, Edward M. McGrath, 381 Melville Street, was arrested on a charge of grand larceny, first degree, yesterday afternoon. McGrath is the bookkeeper and cashier in the Department of Public Works and has been in the city's service for twenty-two years. He was released on a \$5,000 bail bond and will be arraigned in City Court this morning.

McGrath is specifically charged with the theft of \$895.10 on June 6, but the embezzlement of the city's fund is believed to have aggregated a much larger amount. After being questioned for three hours yesterday at police headquarters by Public Safety Commissioner George J. Nier, McGrath said to have admitted the appropriation of the \$895.10. McGrath was discharged from the city service about two weeks ago when opinion attached to his records in the Department of Public Works.

VETERAN CASHIER IS HELD

E.M. McGrath, 22 Years in City System, Faces Grand Larceny Count

ARREST CLOSES

3 WEEKS' PROBE

Admits Taking \$895.10, Nier Says; Greater Sum Missing, Hinted

The discovery of the shortage in the Department of Public Works in charge of Commissioner Harold W. Baker and the shortage in the Bureau of Buildings is largely due to the audit that was ordered by the City Council under resolution of Councilman Harry C. Goodwin. This was the first general audit of city accounts that was made in some years and was part of the plan of the new administration to put the city's bookkeeping and accounting system in first class condition. Certain recommendations were made by the auditing firm of Natamore & Niles, Inc., and it was while these were being placed in the hands of Controller Higgins that the shortages in the Department of Public Works accounts were discovered. The system here, which had been in effect for a number of years, was especially criticized by the auditor.

Story Compliments Nier

The shortages have convinced City Manager Story that every possible means should be exhausted to determine that the city's accounts are in satisfactory condition, and every item in municipal finance is being closely scrutinized by Controller Higgins under Mr. Story's direction. Mr. Story is confident that when the recommendations are completely put into effect, there will be a thorough check on all money coming into the custody of city employees, and the possibility of defalcation will be eliminated.

Co-operating with Commissioner Nier in working up the case was Commissioner Baker. Commissioner Nier's skill in building up the facts compelling McGrath to admit their authenticity was lauded by Mr. Story.

It will be several days before an accurate check can be made on the amount of money that is missing but the investigation thus far has shown it is considerably larger than the \$895.10 that McGrath is said to have admitted appropriating for his own use.

This money was appropriated in cash to cover up a check to the city by Barcham & MacFarland

plumbing contractors. The Department of Public Works does a large amount of business for plumbing concerns, principally making sewer connections, and these accounts and records were in the custody of McGrath. McGrath's system of defalcation, according to Commissioner Nier, was to carry a cash book showing daily balances of receipts with credits of deposits turned over to city treasurer. Some of the receipts of the Department of Public Works were in cash and others in checks. It is charged that McGrath appropriated in cash the \$895.10 and deposited to the credit of the cash fund the Barcham & MacFarland check. This made the cash account balance but carried Barcham & MacFarland on the Department's records as a debtor to the city. It is declared that these defalcations were covered up in part by the destruction of the Department's charge card after the account was carried along for a time.

Records in Poor Condition

A complete audit is being made under the direction of City Manager Story and Comptroller Higgins to ascertain how far back the theft of city funds has gone. The investigation thus far indicates that it covers several years and, while much inconvenience is being experienced in reaching the bottom of the affair, because of the poor condition of the records, the city officials are confident that they will unearth all the facts.

Tests of water in Lake Ontario from Summerville in Seneca County for bacteria was ordered today by Commissioner of Public Safety Nier, as the result of the report made by Professor Harry N. Ogden of Cornell University to a special committee of the Board of Supervisors that the water was unsafe for bathing.

This action was taken after a conference between the commissioner and City Manager Story. Officials of the Health Bureau will make the tests.

DENIES POLITICS

At the same time, Supervisor Edward L. Miller, chairman of the committee which made public the report of pollution by the dumping of raw sewage into the lake from Durand-Eastman Park, a disposal plant and into the Genesee River, denied there was any politics being played.

"The committee was surprised when it learned that the city disposal plant was not taking care of all sewage. This was shown from the plant's own records, filed with the State Department of Health."

"I was known that the river was a source of pollution, but the people did not know, generally, that sewage was not being taken care of at the plant, completed in 1916 and supposed to take care of Rochester's growing needs."

AUTHORITIES DIFFER

"Supervisor Lawrence made the complaint, and the committee was appointed to find out the facts."

The whole question simmers down to whether the city health officials are to be believed or whether faith is to be placed in Professor Ogden, a nationwide expert in sanitary matters.

"I, Commissioner of Public Works Baker is embarrassed by the report, let him rectify the conditions disclosed."

SLUDGE DAMAGES

Property along the lake front was being damaged by the accumulation of sludge, he maintained.

"The committee, when it was ordered to make the investigation, went to one of the best known experts in the country to make the tests. He did and his report shows the facts."

Commissioner Nier wished it made plain that from a laboratory standpoint, all water is contaminated. But he said that none of the tests taken along the city

NEW LAKE TESTS ARE ORDERED

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beaches had shown the presence of bacteria coli, the typhoid germ, to the extent that Professor Ogden's report states—1-10 cubic centimeters.

City Manager Story said there was nothing new about the conditions in the Genesee River. Those have been known for a long time, he said, and Commissioner Baker and other city officials were working on plans to take care of sewage from the west side of the river, the construction of two plants, added:

"The delay has been caused by the fact that time wastes from the Eastman Kodak plant shows both acid and alkaline content of alternate days. Before we went ahead with plans we wanted to find out a practical way to dispose of the wastes without constructing a plant that was not efficient."

The Eastman Kodak Company is spending a large sum of money in attempting to find out some manner of taking care of this condition, he said. They are working in co-operation with city officials.

City Manager Story and Commissioner Nier were indignant that the report was released on one of the hottest days of the summer, when thousands were deprived of the pleasures of bathing.

Commissioner Nier said:

"If the tests at any time show the water dangerous for bathing, we will be the first to close the beaches. Our tests so far have not shown the water to be so."

"It is a serious charge that Professor Ogden makes against the municipal bathing beaches which should not be made or what he himself terms as a 'tentative conclusion.' Rochester's Health Bureau is noted throughout the country for its efficient work in looking after public health and the citizens of Rochester may use the bathing beaches confident in the judgment of the health authorities that the water is perfectly safe."

"Should there be any change in the condition of the water at any time or evidence of contamination shown by any of the tests, we will make it known immediately."

He added that he spoke for only the waters at Ontario Beach Park and Durand-Eastman Park.

The complaint was laid before the Board of Supervisors by Supervisor Lawrence, who said that the sewage was polluting the waters as far east as Nine Mile Point.

Other contracts awarded are: Anderson Avenue asphalt resurfacing, to Thomas Holahan, \$32,107.75; Rocket Street asphalt resurfacing, John Petrossi Company, \$2,038.55; Canton Street concrete pavement between Waldo and Otis streets, William Bailey Corporation, \$12,969.45; Canton Street between Otis and Bergen streets, concrete pavement, sewer and walks, F. W. and J. J. Crouch, \$9,963.65.

SPRING

Merits Investigation

Controversy Between City and Union Painters Over Wage Question Should Be Aired Before Jury.

Prompt submission to a jury of the issues involved in the controversy between the city and union painters regarding wages should follow the decision by Supreme Court Justice Taylor, which clears the way for such action.

Union painters contend the Department of Public Works violated the labor law by employing painters for city jobs at 65 cents an hour, whereas the prevailing rate is \$1.15 an hour.

Admission is made by the city that it did pay the lower rate for work, but maintains that skilled painters were not employed, and that those who did the work were "maintenance and repair men."

Very specifically a recent enactment of the Legislature states that the prevailing rate of wages shall be paid by all municipalities to different tradesmen for their work.

Without attempting to judge in advance the merits of this controversy, it is very certain the people of this city are not anxious to evade, through any subterfuge, the provisions of that law.

A Problem for the City

Glide Street and Lyell Avenue Crossings Should Be Eliminated But Street Should Not Be Closed Because of Heavy Traffic

Elimination of grade crossings at Glide Street and Lyell Avenue is both desirable and necessary, but it should be accomplished without the necessity of closing Glide Street south of Lyell Avenue.

Glide Street is a long, wide thoroughfare which now carries a large amount of traffic. To close a section of it, diverting traffic into other streets, would tend to create congestion in them.

Rightly, the city opposes the plan submitted at the Public Service Commission hearing so long as it includes this particular expedient which would create new problems.

OFFICE SUPPLY CONTRACT LET BY ROCHESTER

Per St n. t. e. it.

was next

Recently the city traded in a light truck, purchased for the Bureau of Weights and Measures. This was found too light for the work. When the Stores Division was created a delivery truck was needed and Mr. Andrews found the motor company had not sold the truck which had been traded in, and bought it back for \$200 less than he had been allowed on the trade in.

Mr. Andrews announced today that three police automobiles would be auctioned off Tuesday at 10 a. m. at the police garage in Exchange Street.

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SPRING

Politics Charge Of Baker Denied By James E. Cuff

Times-Union, AUG 17, 1928
No Effort To Embarrass City Heads, As-
serts County Attorney — Report Of
Ogden Is Termed Untrue By Commis-
sioner—Health Bureau Makes Tests

The sewage battle, started yesterday with the report of Professor Harry N. Ogden of Cornell that the lake beaches are unsafe for bathers because of water pollution from city sewage, continued merrily today.

Commissioner of Public Works Harold V. Baker flatly declared Professor Ogden's report untrue and characterized it as "half-baked" for its publication because of that.

County Attorney James E. Cuff took up the cudgels for Dr. Ogden, declared Mr. Baker had no right to question the integrity of his report and added that the Board of Supervisors would have been open to a long time that the county attorney (James E. Cuff) had endeavored to embarrass the city of Rochester through the State Department of Health but without success.

Politics Charged
"No attempts to conceal his opinion," Commissioner Baker declared this whole matter has been started as a political move and that it has been known to him for a long time that the county attorney (James E. Cuff) had endeavored to embarrass the city of Rochester through the State Department of Health but without success.

County Attorney James E. Cuff scored Commissioner Baker roundly for his attack on the report.

Mr. Cuff declared that Professor Ogden's reputation as a sanitary expert could not be questioned by Mr. Baker and resented on the professor's behalf the slur on the latter's report implied in the commissioner's comments.

The county attorney referred to Mr. Baker as being over-sensitive to attacks, adding that he was being paid a salary which Mr. Cuff personally considered too great to conduct his department in such fashion that such criticism as Professor Ogden's could not be launched at it.

"Personally I am not surprised or embittered by Commissioner Baker's attack," said Attorney Cuff. As a great judge once said, a lawyer must always expect such attacks. An attorney's professional life is full of adversities. Always in front of him is an antagonist—sometimes angry, and occasionally bitter and venomous. His duties are delicate and responsible and easily subject to misconception.

Praise For Ogden
"The committee employed as an expert in its investigation Professor Ogden, head of the sanitary engineering division at Cornell University, a man who is a world noted authority on sanitary matters, and whose integrity and impartiality and freedom from political bias cannot be questioned by any one, even Commissioner Baker. Thousands of Rochesterians are well acquainted with Prof. Ogden's brilliant record as a scientist and a teacher, and many hundreds of Rochesterians, graduates of Cornell, know Prof. Ogden personally, and will probably resent this slur upon him by Mr. Baker.

"The public can well judge for itself between the Baker and Ogden as to who is right in this matter. The supervisors' committee was actuated by a high sense of public duty in publishing Prof. Ogden's report. Public health should be a public official's first consideration, and the facts should be given to the public, regardless of whose

feeling it hurts or whose political fortunes are damaged.

"If Prof. Ogden's report concerning beach pollution had been suppressed by the supervisors' committee, or even delayed in publication until the end of the bathing season, criticism of the committee would have been warranted. They did their duty in letting the public know that this great expert, Professor Ogden, considered bathing conditions highly dangerous.

"As a citizen I shall accept Professor Ogden's version of the matter in preference to Mr. Baker's."

Nier Takes Issue

Commissioner of Public Safety George J. Nier took issue with the report to the Board of Supervisors. He said that Dr. A. W. Johnson, acting health officer, had told him today that the water at Ontario Beach Park is the finest for bathing he has seen.

"The Health Bureau considers at this time that the water at Ontario Beach is comparatively safe for bathing," said Dr. Johnson. "There is not more and probably less contamination, so-called, in the water along the shores of Lake Ontario than in the water of any beach adjacent to any large city."

"The bureau is obtaining specimens of water at frequent intervals and at various times has attempted chlorination of the water adjacent to the beaches."

Earl Devendorf of the Bureau of Sanitation of the State Department of Health was in Rochester yesterday and conferred with Commissioner Baker. Mr. Devendorf made a thorough study of the situation here last Spring.

Tests of the water at the beach have been taken three times each day, said Mr. Nier, and not a single test showed evidence of contamination. Mr. Nier also said he had conferred with the Board of Supervisors in having tests made of the lake water in this section of the city and "of the intent of this move to embarrass Commissioner Baker."

Mr. Nier declared that commissioner of public safety has a direct interest in guarding the health of bathers and therefore had exhaustive tests made by Dr. Goler so the city would be fully informed as to conditions. Commissioner Nier said that such a serious charge as made by Professor Ogden in his report should not have been made on what Professor Ogden terms "a tentative conclusion."

"If at any time our tests of the water at Ontario Beach Park show contamination we will immediately make our findings known to the public," said Commissioner Nier.

Water Held Safe
"We can speak authoritatively only as regards the water at Ontario Beach and Durand-Eastman Park, but in these cases, we can say the water is safe for bathers and this without qualification. I am confident that the people of Rochester who have been using the bathing beaches will continue to look to our efficient health department for protection and will accept its statement fully."

"It is an easy matter to scare the public with a technical talk about germ pollution," said Mr. Baker. "It would not surprise me at all if the bacterial analysis disclosed B. Coli in the lake water."

(B. Coli is the germ that indicates the presence of typhoid fever germs.)

Admits His Guilt In Theft Of \$895, Authorities Aver

Times-Union, AUG 17, 1928
Discharged By Baker Before Irregularities
Were Discovered — Check Of Unpaid
Bills Being Continued By Officials —
Waives Examination In Police Court

Edward M. McGrath, former bookkeeper in the Department of Public Works arrested for the alleged theft of \$895.10 in city funds was at liberty today in bond of \$5,000.

McGrath was arrested yesterday after he was said to have admitted theft of the money to Commissioner of Public Safety George J. Nier, Deputy Comptroller Louis B. Cartwright and Detective A. J. McGraw following a three-hour grilling. McGrath is charged with grand larceny, first degree.

As a result of McGrath's alleged confession and the fact that a check of the records of the Water Bureau department shows an even larger shortage of collection funds statements were being forwarded to all persons and firms on the books of that department who appear as in debt to the city.

Shortage Revealed
The apparent embezzlement was brought to light when Commissioner Clarence E. Higgins and Deputy Comptroller Cartwright began an investigation of accounts of the city departments to devise a more efficient system of keeping city accounts with the view of reducing to a minimum any chance of theft of city funds.

In this investigation it was found that certain persons and firms who had either purchased materials or had work done by the department such as sewer connections, had paid their bills, but the city, some of these firms produced cancelled checks, it show they had paid their bills and

from then on the investigation assumed a new aspect. Virtually at the same time the comptroller's office began to uncover shortages. Commissioner of Public Works Harold W. Baker also discovered irregularities and began a check of the bills appearing in the unpaid account. McGrath, it was said, had built up his cash account in one account and then had deposited it back to the credit of the account instead of to the water account, taking the cash for his own use and not entering the check in the credit of the account.

Discharged by Baker
The check for \$895.10, McGrath is accused of taking, was from Bareham and McFarland, Inc., plumbing contractors. McGrath had been in the employ of the Department of Public Works for 22 years. He was discharged by Commissioner Baker three weeks ago for reasons which had nothing to do with the crime for which he was arrested. McGrath was retained in the employ of the city manager's administration.

Commissioner Baker said today he greatly regretted the turn the investigation had taken. Beyond expressing this regret at McGrath's arrest, he refused to comment except to say that as soon as evidence of embezzlement was discovered, he immediately turned over the records to the comptroller's office, placing them in the safe of that office.

City Manager Stephen B. Story praised Commissioner Nier in his handling of the case and the work of the comptroller's office in getting to the bottom of the matter. The next step in the matter will probably be a closer check of all department accounts.

Comptroller Higgins and Mr. Cartwright are expected to submit a report in a day or so, as quickly as they receive replies to the statements of indebtedness they have sent out. On these replies is expected to rest whether another audit by outside auditors will be recommended. Should this recommendation be made it will then rest with the City Council whether such an audit is conducted.

This is the second instance of irregularities uncovered since the general audit of city records was conducted. The general audit was made following adoption of an ordinance introduced by Councilman Harry C. Goodwin. The first instance of irregularity was discovered in the Building Bureau and the official involved was indicted and said to have confessed.

A subsequent report made by the auditors recommended adoption of a new system of handling financial records to obviate the chances for embezzlement. The investigation by the comptroller's office was the following out of this recommendation.

In City Court today McGrath pleaded not guilty and waived examination. The case was held for grand jury. McGrath was represented by Attorney James R. Creary.

This smashing enforcement of the traffic laws brought a howl of protest from the Detroit public until they saw traffic laws obeyed and the slogan, "Obey and Smile," coined, according to Commissioner Nier.

Among the several matters which Commissioner Nier will study is the method of handling the arrest of violators of traffic laws and the tag system in vogue there.

Where Rochester has but one city court, criminal branch, Detroit has several which enables rapid disposition in traffic cases. There are no traffic courts in that city. A traffic court cannot be established in New York State except by Legislative action.

McGRATH IS HELD FOR JURY

Waiving examination when arraigned in City Court today, Edward M. McGrath, former cashier and bookkeeper in the Department of Public Works, who confessed to the theft of \$895.10 of city funds, was committed in \$5,000 bail to await action of the grand jury.

McGrath appeared before City Judge Harry Rosenberg, accompanied by his counsel, former City Judge James R. Creary, Democratic designee for district attorney. He is charged with grand larceny, first degree. No testimony was taken, McGrath made no comment on the charges.

McGrath confessed and was arrested yesterday after a three-hour grilling by Safety Commissioner Nier and other officials investigating rumors of City Hall graft and shortages in connection with an audit now under way.

McGrath was to be arraigned in City Court today on a charge of grand larceny, first degree, preferred by Public Safety Commissioner George J. Nier, who turned the confession from the veteran city employee after three hours of grilling.

McGrath lives at No. 581 Melville Street, and was in the city's employ for twenty-two years until he was discharged two weeks ago, when accountants under City Auditor Lewis Cartwright found his bookkeeping methods "irregular."

RESULT OF AUDIT
Discovery of McGrath's alleged peculations, which city officials charge, took place on June 16, a result of the resolution passed by City Council recently, on motion of Councilman Harry C. Goodwin, ordering a complete and exhaustive audit of the books and accounts of all city departments.

The audit was being continued with greater vigor than ever today, and is the first general audit of city books that has been made in several years.

City Hall's latest alleged graft exposure is the third in the last two months. Early in June Morand Brayer was removed as a member of the Board of Examining Plumbers and James Hogan was dismissed as a plumbing inspector on revelations by George St. Louis that he had paid \$300 for a copy of the questions asked applicants for licenses as master plumbers. Intimations were similar practices had been going on for years.

EMBEZZLEMENT CHARGE
A short time later Alexander Dietrich, a clerk in the Bureau of Building, was arrested and indicted on a charge of embezzling about \$9,000 of city funds by juggling the books in his department. He is now awaiting trial.

Hints of other scandals frequently have emanated from City Hall since that time. The City Council on June 11 had a bitter discussion over rumors of graft in snow cleaning contracts in the Tenth Ward, but nothing came of it.

On June 25, Public Works Commissioner Baker discovered that Henry L. Howe Jr., director of the Bureau of Construction and Design, was working on the side as an expert for the city of Syracuse, and using the Rochester City laboratory for tests, he said. Howe was instructed to drop his outside connection as soon as the job he was then working on was completed.

REMOVED CASH
Commissioner Nier said today the audit of McGrath's accounts is being continued with a view to learning if there were any other shortages, and all other records in every department will be similarly examined before the audit is completed.

In his alleged theft, McGrath used a check for \$895.10 made out to the city by Bareham & McFarland, Inc., plumbers, in payment for sewer connections made for that

QUESTION NEED OF IMPROVING LAKE AVENUE

Legal Representative for
Bishop Hickey of Cath-
olic Diocese Questions
Officials at Hearing.

Question as to whether the improvement of Lake Avenue between Winchester Street and the E. B. and P. Railroad tracks was necessary at this time was raised today by the Rt. Rev. Thomas F. Hickey, bishop of the Rochester Catholic Diocese, and Eugene J. Dwyer, representing Holy Sepulcher Cemetery and St. Bernard's Seminary, in conference with city officials.

Bishop Hickey and Mr. Dwyer conferred with City Manager Stephen B. Story, Commissioner of Public Works Harold W. Baker, Henry Howe, director of the bureau of design and construction, and the members of the local improvement and finance committees of the City Council for more than two hours.

The city officials were questioned as to assessment of cost of the improvement, condition of the present sewerage system, necessity of construction of sewers and all other details provided in the ordinances which have been ready for introduction in the council for more than a month.

Bishop Hickey and Mr. Dwyer said that Holy Sepulcher Cemetery would derive no benefit from the improvement, and it has been argued that St. Bernard's Seminary is an educational institution, supported by many Rochester citizens.

Holy Sepulcher Cemetery and St. Bernard's Seminary have a total frontage of nearly 90 per cent of the stretch to be improved under the ordinance. Riverside Cemetery has the balance of the frontage. The city-at-large pays for all pavement over 26 feet in width. Two preliminary estimates have been made, one for concrete, \$125,000, and the other for asphalt, \$190,000. The estimate for the sewer is \$40,000.

The city officials answered the questions put by the Bishop and his attorney Mr. Dwyer, and gave their opinion as to why construction of a new pavement, sewer, and sidewalk on the east side is necessary at this time. No decision was made.

The ordinances have been ready for introduction for four consecutive meetings of the council, but were delayed at the request of the representatives of the institutions named.

Last Monday the ordinances were held over for one week more, and it was considered possible today that another delay would be asked.

FUND CHECK FOUND LOSS, STORY SAYS

City Manager Credits Probe
into Public Accounts for
Shortage Discovery

BRANDS METHODS 'LAX'

Dismissed Employee Pleads
Not Guilty; Audit of
Cash to Continue

The investigation resulting in discovery of a shortage in the accounts of the Department of Public Works and the subsequent arrest of Edward McGrath, former cashier of the department, on a charge of grand larceny, first degree, was part of a carefully mapped out program by which Comptroller Clarence E. Higgins and his assistant, Auditor Louis Cartwright, are studying the methods of handling the accounting for all city funds, according to City Manager Stephen B. Story.

In a formal statement issued yesterday afternoon, Mr. Story said that the methods of handling cash in all city departments were heretofore exceedingly lax and the investigation is intended to improve methods of departmental accounting. He said that taxpayers may be assured that the Administration will pursue the investigation relentlessly, and if irregularities appear, the public will receive full details.

City Manager's Statement
Mr. Story's statement is as follows:

It is a matter of exceeding regret that we have discovered another case of a city employee appropriating city funds to his own use. However, the investigation which led to the discovery of this shortage was a part of a program by which the methods of handling the accounting for all city funds in the various city departments are being studied.

In the auditing of city funds the main office of the Department of Public Works was not selected because of any direct suspicion on the part of the comptroller's office; in fact, it was the second office to be audited by Mr. Cartwright, city auditor, in accordance with the above program. The transaction of the Bureau of Building had already been audited when work began upon the main office of the Department of Public Works. In general force further records of city departments handling cash were exceedingly lax. In fact, many of the methods of handling of financial funds were conducive to such situations as have been discovered in the Bureau of Building and in the Department of Public Works.

In inaugurating this work of tightening up and improving methods of departmental accounting, we naturally have to ascertain just what the departments are doing and what work will be continued until all bureaus, boards and offices of the city have been carefully covered. If any other irregularities appear, the taxpayers may be assured that this Administration will pursue the investigation relentlessly and make public the full details.

The value of the complete audit, which was made this year is beginning to demonstrate itself, and it is McGrath was arraigned yesterday in City Court. He pleaded not guilty and was held by Judge Harry Rosenberg to await action of the Grand Jury. His \$5,000 bail bond was continued. McGrath was represented by James R. Creary, former special county judge and Democratic designee for district attorney.

Comptroller Higgins and Auditor Cartwright yesterday continued their investigation into the accounts of the Department of Public Works. All persons and firms who appear as debtors to the city on the department books are being questioned as to the status of the account and a number have indicated and given proof that they have made payments. This is evidence, Comptroller Higgins asserted, that the shortage will exceed substantially the \$895.10 which McGrath is specifically charged with appropriating to his own use on June 16.

SATURDAY, AUGUST 18, 1928

Sewage In Lake Ontario

The Rochester public may well be confused by conflicting reports and statements which have come from county and city representatives, concerning the presence of dangerous sewer effluent along the Lake Ontario bathing beaches.

Some time ago the County Board of Supervisors, stating that it was acting on the complaint of citizens of the town of Webster, undertook an investigation of the alleged contamination of Lake Ontario, eastward of the river. It retained, as expert for this investigation, Dr. Harry N. Ogden, professor of sanitary engineering at Cornell University.

Thursday the Board of Supervisors made public what was termed a "tentative report" by Professor Ogden. This report states that exhaustive tests have demonstrated the presence of harmful bacteria in Lake Ontario water along the shore from Ontario Beach Park to Forest Lawn.

"Whether the amount of such pollution is sufficient to cause a technical nuisance or not," says the report, "whether it is in sufficient quantity to interfere with safe bathing or to reduce the value of shore property, is perhaps not a part of the question I was asked to answer." But Professor Ogden then went on to say:

But I am clear that there is a very real danger to bathers who enter these polluted waters and that in the interest of the health of such bathers, two measures should be adopted.

1. The sewage now discharged into the Genesee River should be adequately treated before such discharge.

2. There should be such careful operation of the present sewage disposal plant that no sewage will be by-passed until the contemplated 3-fold dilution has been reached. Whether or not this will involve an increase in the number of Imhoff tanks, or whether or not additional screen area will be required, I am not yet prepared to say, but I am clear that no raw sewage ought to be allowed to flow by the plant directly into the lake.

Further reading of the report discloses that it is not clear whether the pollution claimed may be charged to the effluent from the sewage disposal plant in Irondequoit or to the river, and Commissioner Baker, in a statement yesterday, pointed out that both Irondequoit and Summerville have sewage plants, the effluent from which finds its way to the river. There is also river contamination from private sources.

Statements in answer to the report of Professor Ogden were made yesterday by both Commissioner Baker and by Commissioner of Public Safety Nier, whose department has supervision of the city's bathing beaches. They deny the accuracy of Professor Ogden's findings, state that frequent tests of the water at both Ontario Beach and the Durand-Eastman Park beach have shown no alarming contamination, but admit that chlorination of the water at Ontario Beach Park has been carried on this Summer. Commissioner Baker stated that this method is followed in Cleveland and other large cities on the Great Lakes.

It is charged that a relatively large amount of sewage is by-passed, that is, goes into the lake without treatment. Commissioner Baker says this happens when heavy rains overflow trunk sewers into the river. "It is not," he said, "and never has been the custom or practice of the city to dump raw sewage into Lake Ontario."

It is charged by city officials that Commissioner Baker's political enemies are trying to "get something on him." Although this is denied by County Attorney James E. Cuff, it is clear that conditions as they now exist must have been going on for a long time, and as such cannot be chargeable to the present city administration.

But it is equally clear that if the city's sewage disposal plants are inadequate, they should be enlarged, no matter what the cost. That is the immediate and chief concern of the public.

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Report On Sewage Conditions Is Made By State Official

Story Publishes Findings of Associate Director of Bureau of Sanitation Regarding Ontario Beach from Genesee River to Nine Mile Point.

City Manager Stephen B. Story today made public a report by Earl Devendorf, associate director, Bureau of Sanitation, State Department of Health, on the Rochester sewage disposal system and the condition of the beach of Lake Ontario from the Genesee River to Nine Mile Point.

The City Manager issued the report as the result of the controversy between city and county officials over the report on lake pollution furnished the county board of supervisors by Professor Henry Ogden of Ithaca.

This investigation was carried on at the request of Commissioner of Public Works Harold W. Baker and the report was received last April. Mr. Story, in making the report public, said this is evidence that the city officials have been and are vitally interested in the sanitary situation and the protection of the health of the public.

Mr. Devendorf's report follows: **Matthews Nicol Jr., M. D.** State Commissioner of Health, Albany, N. Y.

Dear Sir:

I beg to submit the following report upon an investigation of the sanitary conditions existing along the shore of Lake Ontario between the mouth of the Genesee River and Nine Mile Point, in the town of Webster, Monroe County, made on April 26, 1928, by Mr. Earl Devendorf, associate director of this division, with particular reference to the alleged pollution of the lake waters by the discharge of raw sewage into the lake by the city of Rochester. This investigation was made at the request of Mr. Harold W. Baker, Commissioner of Public Works of the City of Rochester, as a result of complaints of residents along the lake shore to the officials of the town of Webster.

On the day of the investigation, the shore line of the lake within the above named limits was carefully examined for any evidence of sewage pollution at the following points:

1. Beach at Charlotte.
2. Beach opposite Irondequoit disposal plant.
3. Beach at Durand-Eastman Park.
4. Beach at Sea Breeze.
5. Beach at Oklahoma settlement east of Irondequoit.
6. Beach at Forest Lawn.
7. Beach at property of State Hospital near mouth of Mill Creek.
8. Beach at Nine Mile Point.

At the time of the investigation a strong northerly wind was blowing which is said to be the prevailing direction of the wind in this vicinity and which would tend to cause any pollution or floating matter reaching the lake through the main outfall of the Irondequoit disposal plant to be driven to the shore of the lake shore of the town of Webster. There was found along the shore line of the lake the usual accumulation of float wood, an occasional tin can, pieces of cork, ashes, and other matter, and, at Sea Breeze, on a small section of the beach, there was covered with a slight oily film. No visible evidence of sewage pollution, however, could be seen along the lake shore at any of the points examined.

At the time of the inspection, a conference was had with Dr. Maine, health officer of the town of Webster. As a result of this conference it appears that, while the town authorities themselves had no knowledge of the alleged objectionable conditions, they had received complaints from the residents of the town along the lake shore, alleging the shore waters to be polluted by the sewage of the city and had, as a result of these complaints, taken this matter up with the board of supervisors of Monroe County.

As the disposal of the sewage of the city of Rochester is a matter which is intimately connected with the health of the city, it may be well to briefly review, in general, the methods employed and the effectiveness of the disposal of the sewage of the city. The sewage disposal plant, which treats the sewage of the city, is located at the mouth of the Genesee River near the town of Charlotte. The plant is the University plant along the Barge Canal.

In order to secure knowledge of the present, as well as the past operating condition of the Irondequoit plant and as this plant treats by far the greater portion of the city sewage and, because the location of the Irondequoit outfall is nearest the point of source of complaint, this plant was visited, the operating features and conditions of this plant were noted particularly, and the operating records of the plant covering the period from 1923 to the present were carefully examined. Records of the operation of the Brighton and Charlotte plants were also examined.

Irondequoit Plant. Plans for this disposal plant, completed in 1923, were made by the

plant, fine screens, Imhoff tanks and sludge beds were approved by this department in 1914. The effluent from the plant is discharged into the lake through a 5 1/2 foot steel conduit extending 1,000 feet from shore into 50 feet of water. The location of this disposal plant and the outfall at this point and the present degree of treatment were arrived at after a very extensive and careful study, including chemical and bacteriological studies of the river and lake waters by a corps of experts employed by the City of Rochester.

Before the plans were approved by this department, the commissioner of health, then in office, obtained the advice of two of the foremost sanitary engineers in the country. This plant was first put in operation in 1917. It consists of an original design, consisted of 20 Imhoff tanks. Only half of the number were constructed. The portion of the plant built was to care for a sewage flow of 20,000,000 gallons per day. On the above basis the design of the tanks is such as to provide a sedimentation period of one and one-half hours. The sludge is carried to a storage compartment is 3.12 cubic feet per cubic foot of the sewage. The tanks of similar character. Forty sludge beds were constructed, having a total area of 70,000 square feet, equivalent to nearly 0.4 square feet per capita, as figured on the basis of the population for which the plant was originally designed. Experience in the operation of plants of this type in this climate has shown this figure to be too small and that it is necessary to provide not less than one square foot of sludge bed per capita. Moreover, it is estimated that nearly double this number of persons are now served by this plant, making the sludge bed area provided only 0.2 square feet per capita.

Yearly Average. The appended table gives the yearly averages of operating data at this plant. From this table it is readily seen that the amount of sewage treated is nearly double the amount for which the plant was originally designed and that, for the last year, the sewage detention period was only 55 minutes. In spite of the over-taxed conditions under which the plant is operating, however, a very satisfactory effluent has been produced by the plant, as judged from these monthly operating records, which is undoubtedly due to the careful and expert supervision and maintenance over the operation. There are, however, one or two features of this plant which are apparently in need of correction and which should be remedied by the city authorities, namely, the present inadequate tank capacity and the inadequate provision for the disposal of the sludge. The original provision for the construction of 10 additional tanks and it is believed that provision should be made so soon as possible, for their construction in order to provide more effective sedimentation. Additional sludge bed area should also be provided for drying the sludge from the necessity of ingesting sludge, as required at present, or to the area of the tank. When providing additional sludge bed area, the sludge should be not less than one square foot of bed area per capita, if uncovered beds are provided. In uncovered beds are provided, not less than one-half square foot per capita should be provided.

Four Screens. At present there are four Reineisch-Walsh screens in operation to screen the sewage before it reaches the Imhoff tank. Each of these screens is 12 feet in diameter and is set on an angle of 30 degrees and is provided with slots 2 1/2 in. From tests made by the engineers of this plant, it appears that the capacity of these screens would be sufficient to treat all the storm water and sanitary sewage now reaching the plant without undue loss of head in passing through the screens. It would appear that provision could be made at a reasonable cost to treat by fine screens all the sewage and storm water now reaching the plant, a portion of which is, at present, at times of storm, bypassed without any treatment and discharged into the main outfall. It is possible that floating solids and debris might, at such time, be discharged into the outfall and create objectionable conditions. Provision should be made, therefore, for fine screening all the sewage and storm water in order to obviate the bypassing.

The Charlotte plant, consisting of a detritus and screen chamber, and Imhoff tanks, receives an average sewage flow of about a half million gallons per day. This plant, which was constructed in 1921, discharges its effluent into the Genesee River. This plant, although not visited at the time of the inspection, is apparently operating in an effective manner and producing a satisfactory effluent as judged from the operating data and results of daily analyses maintained by the plant operator. All of the sewage disposal plants in the city of Rochester are under the supervision of Mr. Devendorf, who is in charge of the operation of the plants. It is believed, therefore, that the sanitary situation along the lake shore from the mouth of the Genesee River to Nine Mile Point is such as to be satisfactory.



JAMES E. CUFF PROF. HENRY OGDEN HAROLD W. BAKER

Here are the three principals in the controversy raging over the report on lake pollution submitted to the Monroe County Board of Supervisors by Prof. Ogden. Commissioner of Public Works Baker charges County Attorney Cuff with playing politics in having the report made in an effort to embarrass the city government.

vision and are under the immediate control and supervision of Mr. Lewis, supervisor of maintenance. Daily analyses of the sewage and final effluent are made and careful operating records kept.

Portion of Sewage Not Treated. The sewage of some 20,000 persons living in the vicinity of the plant in the city of the Eastman Kodak Company plant, is being discharged, without treatment, into the Genesee River. Plans are being made for the construction of a plant providing for Dorr clarifiers, screens and pumps for pumping the sludge to the main interceptor leading to the Irondequoit plant on the opposite side of the Genesee River, were approved in 1922. Subsequently, however, further studies have been made by the city authorities regarding the method of disposal to be employed in care for the sewage of this section, consideration being given to the pumping of the sewage to the main interceptor leading to the Irondequoit plant and the construction of this disposal plant, rather than following the plans originally contemplated. Pending the completion of these studies, the construction of this disposal plant has been withheld. These studies should be completed and the necessary plans and arrangements made for the interception and disposal of the sewage of this area at as early a date as possible.

In this connection it may be noted that the Eastman Kodak Company and the Rochester Gas & Electric Corporation, industrial plants, have in co-operation with this department, many plans and arrangements made for the treatment of their wastes which have formerly been discharged without treatment into the Genesee River. In view of the above, the following conclusions may be drawn:

1. That complaints have been made by residents of the town of Webster to the town authorities, alleging pollution of the lake waters by the discharge of raw sewage by the city of Rochester into the Genesee River and the bypassing of the sewage at the main Irondequoit plant.
2. That on the day of the inspection no visible evidence of sewage pollution or floating matter was seen along the lake shore at any of the points examined.
3. That there are four disposal plants now treating approximately 90 per cent. of the sewage of the city which are provided with adequate provision and daily analyses are made of the sewage and plant effluents as a check on their operation.
4. That the Irondequoit plant, which is the largest of these plants, is located nearest the point of complaint and, although greatly over-taxed, is producing a very satisfactory effluent, due to the very expert and effective supervision under which it is being operated.
5. That at times of heavy storms a portion of the storm flow at the

plant, is being discharged without treatment into the Genesee River. Plans are being made for the construction of a plant providing for Dorr clarifiers, screens and pumps for pumping the sludge to the main interceptor leading to the Irondequoit plant on the opposite side of the Genesee River, were approved in 1922. Subsequently, however, further studies have been made by the city authorities regarding the method of disposal to be employed in care for the sewage of this section, consideration being given to the pumping of the sewage to the main interceptor leading to the Irondequoit plant and the construction of this disposal plant, rather than following the plans originally contemplated. Pending the completion of these studies, the construction of this disposal plant has been withheld. These studies should be completed and the necessary plans and arrangements made for the interception and disposal of the sewage of this area at as early a date as possible.

Recommendations Made. In view of the above it is recommended, therefore:

1. That the city of Rochester provide, as an early date, for the screening of sewage and storm water received at the Irondequoit plant.
2. That as soon as possible the city of Rochester should provide for the interception and treatment of the sewage of the Maplewood district.
3. That the city of Rochester should provide for increasing the capacity of the Irondequoit disposal plant as outlined above in the body of the report by:

- a. The construction of additional settling tanks in order to provide for the more effective sedimentation of the sewage.
- b. The construction of additional sludge drying beds.
- c. That the city continue the present careful, expert supervision and control over the operation of the disposal plant.

I would also recommend that copies of this report be transmitted to Harold W. Baker, commissioner of public works; to Dr. George W. Goler, health officer of the city of Rochester; to Dr. A. P. Maine, health officer of the town of Webster, and to Dayton T. Lawrence, supervisor of the town.

Respectfully submitted, **EARL DEVENDORF,** Associate Director, Examined and approved: **C. A. MOLL,** Director, Division of Sanitation.

Controversy between city and county officials, relative to the alleged pollution of Lake Ontario waters near Rochester, entered its third day today with Commissioner of Public Works Harold W. Baker repeating that political motives motivated the action of the Monroe County Board of Supervisors.

Mr. Baker is joined in this charge against the supervisors by Councilman Harry C. Goodwin, who declares that James E. Cuff, county attorney, made four trips to Albany seeking to have the State Department of Health criticize Rochester for conditions alleged to obtain here.

Mr. Goodwin further charges that this is the second attempt by Mr. Cuff to "get Baker," the first having been in relation to taking the management of the municipal airport from Mr. Baker and placing it in the hands of a corporation which sought a "monopoly" of the port.

The report of the supervisors embodying the findings of Professor Henry Ogden of Cornell that the lake was polluted sufficient to be a menace to bathers, "was published as an expose," Mr. Baker charges. He says that if the Board of Supervisors had been interested primarily in the protection of the health of the people of Rochester, it would have demanded closing of the municipal bathing beaches by the city immediately on receiving the report.

"I am gratified to know that Mr. Cuff and the Monroe County Board of Supervisors were actuated by a high sense of public responsibility and not by any political motive. However, that may be left to the opinion of the general public," said Commissioner Baker.

"The Monroe County Board of Supervisors decided that Lake Ontario in the vicinity of Rochester was not sufficiently clean to permit of bathing by the public without danger of sickness. That decision was based, it is said, on the report made and their investigation absolutely justified, therefore, the report, and inform the city of the findings and placing it up to the city to close the bath houses and order people from the municipal beaches."

"But that was not done. The report was made public in the form of an expose. Thousands of persons would not be apt to read the report and would go to the beaches possibly before the report went to press in the various newspapers of the city. The quickest way in which the Board of Supervisors could have taken action was by demanding that city authorities that the bath houses be closed."

"There is but one inference that can be drawn in my opinion and that is that the Board of Supervisors did not consider the danger to bathers sufficiently great to ask the city to cooperate in preventing bathing. They made no effort to ascertain the findings of City Health officers."

GOODWIN JOINS LAKE WATER ROW

Cuff Merely Trying 'To Get' Baker, Councilman Says—Charge of Politics Renewed by Head of Public Works Dept.

Sewage Disposal Work Of City Commended By State Bureau Official

City Manager Stephen B. Story today made public a report by Earl Devendorf, associate director, Bureau of Sanitation, State Department of Health, on the Rochester sewage disposal system and the condition of the beach of Lake Ontario from the Genesee River to Nine Mile Point.

The report gives the lake water a clean bill of health and commends the sewage disposal work of the city.

The complete report as given out by City Manager Story will be found on Page 21.

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'B COLI' TERM EXPLAINED BY HEALTH BUREAU

Does Not Necessarily Indicate the Presence of Germs Responsible for Typhoid, Doctor Says.

Dr. Joseph Roby, deputy city health officer, today explained the term "B Coli."

Dr. Roby's statement was made to clear another made in connection with the controversy over the lake water pollution charges, which said that presence of "B Coli" indicated presence of typhoid germs in the water.

"It would seem that this statement should be corrected," Dr. Roby said. "All the presence of colon bacillus in water indicates is that in some way or other certain discharges from human beings or domestic animals or even birds or fish have gotten into the water."

"It does not indicate at all that there are typhoid fever germs in the water. It has been used as an indicator of the possibility that typhoid fever germs might get into the water provided there was some human being who was discharging typhoid fever germs."

To be infected with typhoid fever germs necessitates the drinking, in all probability, of a considerable amount of quite badly contaminated water—water not only contaminated simply by colon bacilli, but water badly contaminated by typhoid fever bacilli themselves. For this reason it would be necessary, if one wants to say the water was dangerous, to know that the water actually had a chance for typhoid fever germs to get into it.

"As a matter of fact, Rochester has been for a great number of years peculiarly free from typhoid fever. So far this year there have been only seven cases of typhoid fever reported in the city, up to July 1. During July there were two cases reported and during August one case reported, so that the contamination of Ontario water with typhoid fever germs is not sufficient to be dangerous to bathers very remote, if not quite impossible."

And speaking of respect for Professor Ogden, Mr. Cuff evidently does not consider that Dr. Goler's opinion is of value. Dr. Goler has been health officer for many years. He is recognized as an efficient and conscientious. His one interest in his capacity is the health and well being of the people of Rochester.

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"The city officials are and have been anxious to confer and do anything possible to improve sanitary conditions both in Rochester and Monroe County. The city disposal plants take care of considerable sewage from the city limits but there has been no suggestion made to the city from the politically controlled county legislative body—simply an attempt—without co-operation to involve the city in a controversy. The city has in its employ technical men of high standing, engineers and all would have been made available for an investigation without calling in outside help."

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Charges No Cooperation. "There has not been the slightest attempt at co-operation by the county authorities in this matter and the county attorney has kept the rails hot between here and Albany attempting to involve the State Department of Health, but without success."

"The city officials are and have been anxious to confer and do anything possible to improve sanitary conditions both in Rochester and Monroe County. The city disposal plants take care of considerable sewage from the city limits but there has been no suggestion made to the city from the politically controlled county legislative body—simply an attempt—without co-operation to involve the city in a controversy. The city has in its employ technical men of high standing, engineers and all would have been made available for an investigation without calling in outside help."

Councilman Harry C. Goodwin today risen to Commissioner Baker's defense in a statement in which he charged that James E. Cuff, county attorney, had been making four trips to Albany seeking to have the State Department of Health criticize Rochester for conditions alleged to obtain here.

"The investigator also recommended that copies of the report be sent to Supervisor Lawrence of Webster. Did Mr. Cuff show the City of Rochester the courtesy of having Professor Ogden's report sent to the city? Did Commissioner Baker rush into print with the report before the county was apprised of its contents? Who is the gentleman?"

Mr. Cuff says that the committee would have been subject to criticism had it not made the report public when it did as it did. How about the last ten years? Up to 18 months ago the conditions were worse than now, yet the Board of Supervisors didn't make a survey or publish such a report. The fact of the matter is, the board wouldn't make such a report now or take the action it has had the old order of things obtained today as in the past.

"This is the second time Mr. Cuff has used his office to attack the present administration. When the non-partisan election provision was before the Council Mr. Cuff appeared and said: 'I am directed to appear here by the Board of Supervisors.'"

"Possibly my eyesight is poor but I have found nothing in the records of the Board of Supervisors instructing Mr. Cuff to appear in the name of the county. 'Every citizen wants sewage conditions improved. They will be improved as rapidly as possible. Today Rochester stands practically at the head of the list in the handling of its sewage. With the government in control the plans for improvement, which previous administrations let sleep for six years, are being carried out.'"

"But that isn't the thought in Mr. Cuff's mind. All Mr. Cuff wants to do is to embarrass the present government. If that were Albany's motive, then why did he go to Albany before he had Professor Ogden's report and ask the department to criticize Rochester?"

"No, this is just another attempt to play politics, force the present administration to spend in one year what should be spread over several years. The hope being that such a great expenditure at this time would cause an increase in taxes. 'Like all the other attempts to embarrass the administration—the effort to have the council reinstate a discharged employee over the head of Commissioner Baker, the attempt to have the city not saving money on its asphalt plant, the attempt to have the supervision of the construction of the airport taken out of the hands of Commissioner Baker and put into the hands of engineers in the name of a company that sought a monopoly of the airport, and other attacks—the last attack will prove a homecoming.'"

"And notice, please, that all the attacks are leveled at Commissioner Baker. That is to punish him for refusing to bend the knee in previous administrations, to prevent as far as possible snow cleaning graft, refusing to keep drunken, inefficient employees on the city payroll, and for doing his best to give an honest administration of his department."

"Anything to get Commissioner Baker and embarrass the present city administration is Mr. Cuff's slogan. 'What would Mr. Cuff say if the city administration engaged an auditing firm to audit the books of the county and make the report of such an audit public when it was half done, without consulting the county officials?'"

Supervisor Edward L. Miller of the Twenty-second Ward, chairman of the committee which made public Professor Ogden's report on alleged pollution of Lake Ontario by dumping raw sewage into the lake from the Durand-Eastman park disposal plant, asserted that there was no political involved in the investigation. He asserted that if Commissioner Baker is embarrassed by the report, let him rectify the conditions disclosed.

Mr. Cuff personally started this business. He was told that some of the residents of Webster had made complaint. Mr. Cuff and Mr. Barker called in people on the question before the committee was appointed. They brought about the appointment of the committee. When the supervisor of Webster was ill in bed a statement was published over his name. I understand he didn't know what was in the statement until he read it in the paper.

"Who prepared the statement? 'Before Professor Ogden started work, Mr. Cuff went to Albany and asked the State Department of Health to send him a report on the conditions disclosed.'"

Report On Sewage Conditions Is Made By State Official

Story Publishes Findings of Associate Director of Bureau of Sanitation Regarding Ontario Beach from Genesee River to Nine Mile Point.

City Manager Stephen B. Story today made public a report by Earl Devendorf, associate director, Bureau of Sanitation, State Department of Health, on the Rochester sewage disposal system and the condition of the beach of Lake Ontario from the Genesee River to Nine Mile Point.

The City Manager issued the report as the result of the controversy between city and county officials over the report on lake pollution furnished the county board of supervisors by Professor Henry Ogden of Ithaca.

This investigation was carried on at the request of Commissioner of Public Works Harold W. Baker and the report was received last April. Mr. Story, in making the report public, said this is evidence that the city officials have been and are vitally interested in the sanitary situation and the protection of the health of the public.

Mr. Devendorf's report follows: **Matthews Nicol Jr., M. D., State Commissioner of Health, Albany, N. Y.**

Dear Sir:

I beg to submit the following report upon an investigation of the sanitary conditions existing along the shore of Lake Ontario between the mouth of the Genesee River and Nine Mile Point in the town of Webster, Monroe County, made on April 28, 1928, by Mr. Earl Devendorf, associate director of this division, with particular reference to the alleged pollution of the lake waters by the discharge of raw sewage into the lake by the city of Rochester. This investigation was made at the request of Mr. Harold W. Baker, Commissioner of Public Works of the City of Rochester, as a result of complaints of residents along the lake shore of the officials of the town of Webster.

On the day of the investigation, the shore line of the lake within the above named limits was carefully examined for any evidence of sewage pollution at the following points:

1. Beach at Charlotte.
2. Beach opposite Irondequoit Disposal plant.
3. Beach at Durand-Eastman Park.
4. Beach at Sea Breeze.
5. Beach at Oklahoma settlement east of Irondequoit Bay.
6. Beach at Forest Lawn.
7. Beach at property of State Hospital near mouth of Mill Creek.
8. Beach at Nine Mile Point.

At the time of the investigation a strong northwest wind was blowing which is said to be the prevailing direction of the wind in this vicinity and which would tend to cause any pollution or floating matter along the lake through the main outfall of the Irondequoit disposal plant to be carried to the north end of the lake shore of the town of Webster. There was found along the shore line of the lake within the above named limits no evidence of pollution of float wood, an occasional

of approximately 90 per cent. of the population of the city. These plants are operated under the supervision of a sanitary engineer, Mr. John V. Lewis, and daily analyses of the sewage and plant effluents are made by William Ryan, sanitary chemist, employed by the city. These analyses of the operation of the plants. The largest of these disposal plants is the above mentioned Irondequoit plant. The other plants are the Brighton plant, which discharges its effluent into the Genesee River near the mouth. The other plant is the University plant along the Barge Canal.

In order to secure knowledge of the present, as well as the past operating condition of the Irondequoit plant and as this plant treats by the greater portion of the city sewage and, because the location of the Irondequoit outfall in nearest the point of source of complaint, this plant was visited, the operating features and conditions of this plant were noted particularly, and the operating records of the plant covering the period from 1923 to the present time were carefully examined. Records of the operation of the Brighton and Charlotte plants were also examined.

Irondequoit Plant. Plans for this disposal plant, completed in 1914, provided for the treatment of 10,000,000 gallons of sewage per day. The plant consists of a large rectangular concrete structure, 1,000 feet long and 100 feet wide, divided into several compartments. The sewage enters from the Genesee River and flows through a series of settling tanks, where the solids settle to the bottom and are removed. The effluent then flows into a large circular aeration tank, where the sewage is mixed with air and bacteria to break down the organic matter. The treated effluent is then discharged into the lake through a long outfall pipe.

Its tanks, fine screens, Imhoff tanks and sludge beds were approved by the department in 1914. The effluent from the plant is discharged into the lake through a 54 inch steel conduit extending 1,000 feet from shore into 25 feet of water. The location of this disposal plant and the outfall at the point and the present degree of treatment were arrived at after a very extensive and careful study, including chemical and bacteriological studies of the river and lake waters by a corps of experts employed by the city of Rochester.

Before the plans were approved by this department, the commissioner of health, then in office, obtained the advice of two of the foremost sanitary engineers in the country. This plant was first put in operation in 1917 and has since that time, consisted of 20 Imhoff tanks. Only half of the number were constructed in 1914. The other half was added in 1923. The plant was designed to treat 10,000,000 gallons of sewage per day. On the above basis the design of the tanks is such as to provide a sedimentation period of one and one-half hours. The sludge is removed from the bottom of the tanks and is pumped into a large circular aeration tank, where the sewage is mixed with air and bacteria to break down the organic matter. The treated effluent is then discharged into the lake through a long outfall pipe.

Mr. Devendorf's report follows: **Matthews Nicol Jr., M. D., State Commissioner of Health, Albany, N. Y.**

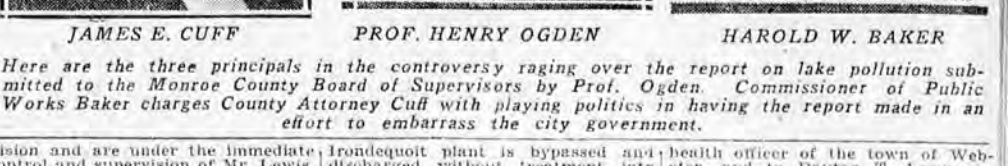
GOODWIN JOINS LAKE WATER ROW



JAMES E. CUFF



PROF. HENRY OGDEN



HAROLD W. BAKER

Cuff Merely Trying 'To Get' Baker, Councilman Says—Charge of Politics Renewed by Head of Public Works Dept.

Sewage Disposal Work Of City Commended By State Bureau Official

City Manager Stephen B. Story today made public a report by Earl Devendorf, associate director, Bureau of Sanitation, State Department of Health, on the Rochester sewage disposal system and the condition of the beach of Lake Ontario from the Genesee River to Nine Mile Point.

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Mr. Devendorf's report follows: **Matthews Nicol Jr., M. D., State Commissioner of Health, Albany, N. Y.**

Abolish the Menace

Immediate Steps Should Be Taken To Supply a Remedy for the Pollution in Lake Ontario from Sewage.

Definite statements by Professor Harry N. Ogden of Cornell University to the Board of Supervisors that the pollution of Lake Ontario with sewage has reached proportions constituting a menace to bathers calls for prompt and vigorous action in supplying a remedy.

Professor Ogden, expert sanitary engineer, was engaged to investigate after complaints were made that large quantities of sewage were floating on the lake. Everyone knew the lake was polluted from the river and sewage disposal plant.

But the public did not know, until Professor Ogden gave his report, that all the sewage is not treated and it endangers health and life.

Some of the technical details which must be followed in order to make the water safe for those who come in contact with it are given by Professor Ogden. Others may be worked out.

But, with the danger clearly indicated, the menace should be ended NOW, for a delay, with the possibility of an epidemic, is the only other alternative.

Tests by Dr. A. W. Johnson, assistant health officer, show the water at Ontario Beach, which is given special treatment, is safe. Professor Ogden did not specifically say it is not.

The suggestion by Commissioner Baker that the investigation was for the purpose of embarrassing him neither harmonizes with the apparent motives of the Board of Supervisors, nor the high standing of Professor Ogden.

Anyway, the revelations show some one SHOULD be embarrassed.

Water at the Bathing Beaches

Professor Harry N. Ogden, head of the Sanitary Engineering Department of Cornell University, is authority for the charge that pollution from the city sewage disposal plant spreads along the shore of Lake Ontario in the vicinity of Rochester, creating conditions dangerous to bathers.

This infection, according to the same authority, is due to the practice of dumping raw sewage into the lake. The present sewage disposal plant is declared to be inadequate. The remedy, it is stated, lies in the enlargement of the sewage disposal plant and adequate treatment of all sewage now discharged into the river.

On the other hand, Commissioner Nier and Dr. A. W. Johnson, acting health officer, declared that the water at the bathing beaches at Ontario Beach Park and Durand-Eastman Park are free from harmful bacteria.

This disagreement of experts is bewildering to the layman. The local Health Bureau for years has been vigilant in safeguarding the health of bathers at the local beaches. Tests have been made daily this summer, it is declared, and every evening the water at the beaches has been chlorinated as an extra precaution against the contamination.

Nevertheless, the matter cannot be allowed to rest here. Politics may have inspired the investigation started by county authorities, but the purity of the waters at the bathing beaches has been challenged by a reputable authority, and it is the business of the city administration to settle the matter conclusively.

Further investigation should be ordered in justice to both sides, and if the charges of Professor Ogden are corroborated, steps should be taken at once to remove any possible source of contagion. In the meantime, bathers will not be running any serious hazards so long as the water at the beaches meets the standards set up by the local Health Bureau.

Health to publicly criticize the City of Rochester for the operation of the Irondequoit plant. Four times in all Mr. Cuff has been to Albany and repeat his request. He was turned down every time.

"On May 16, when Mr. Cuff first became active, a member of the state board came to Rochester and made a personal investigation at the request of Commissioner Baker. He recommended that certain things be done. Some of them have been done and others are being done. That report concluded with this statement, which came under the head of recommendations: 'I would also recommend that the city continue the present careful, expert supervision and control over the operation of the disposal plant.'

"There is but one inference that can be drawn in my opinion and that is that the Board of Supervisors did not consider the danger to bathers sufficiently great to ask the city to co-operate in preventing bathing. They made no effort to ascertain the findings of City Health officers.

"But that was not done. The report was made public in the form of an expose. Thousands of persons would not be apt to read the report and would go to the beaches possibly before the report went to press in the various newspapers of the city. The quickest way in which the Board of Supervisors could have taken action was by demanding of the city authorities that the houses be closed.

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Quit Politics, Story Warns Aides

All Employees Warned To Keep Out Of Politics

Section of New Charter Cited by Story in Letter to Appointive Officials—Manager Refuses to Comment on Latest Notice—No Violations Cited.

Formal notice was served today on all appointed officials and employees of the city that they must abstain from any participation in politics, municipal, state, or national, by City Manager Stephen B. Story.

The section of the City Charter prohibiting participation in political campaigns or any work of a political party was sent the officials and employees.

Solicitation of funds, or subscription to funds of political campaigns is not permitted by the above named persons under the charter.

This notice, taken as a warning, comes at the height of the sustaining membership of the Republican Party. Asked whether he had information which would lead him

to believe any city employee had violated this provision, Mr. Story refused to comment.

The city manager's notice follows:

"From Stephen B. Story, City Manager.

"To All Officers and Employees of the City of Rochester.

"The attention of all city officers and employees is called to Section 95 of the Charter which is as follows:

"Political action prohibited: No appointed officer or employee of the city shall act or serve on any political committee, campaign organization or similar body or organization or serve as a delegate to any political or nominating convention or serve as an election official at any election or primary.

No city officer or employee shall solicit contributions for or subscribe or contribute to the campaign of any candidate for office, either state, municipal, or national or to his manager, agents, party, or representatives for campaign or election purposes.

"The intent of the last sentence should be clear to all readers.

"Very truly yours,
STEPHEN B. STORY,
City Manager."

Many Active in Parties

Although Mr. Story did not express his intentions, his calling of attention to the provisions of the charter was interpreted as an ultimatum on city forces that summary action would result if proof was found that the city law had been violated.

Many of the city employees are members of the Republican and Democratic organizations and have played an important part in the political campaigns in other years.

House, Garage Owners Bad Smoke Offenders, Busy Inspector Says

What does a smoke inspector do in the summer when there isn't any smoke, was the question asked today of John C. Maxon, in charge of the city smoke regulation bureau on top of the Lincoln-Alliance Bank Building.

"In the first place," replied Mr. Maxon, there is plenty of smoke, and in the second place a smoke inspector does very much the same as he does in winter.

Mr. Maxon explained that there are always a large number of factories which keep fires all summer and that residences and garages are particularly bad offenders during the summer, when rubbish, old tires or oily rags are burned up in stoves and furnaces.

"Almost every day some woman calls the office," said the smoke inspector, "to say that she's just put the washing out on the line and now she wishes we would come to look at what the neighbor's chimney has done to it."

Fires started in residential furnaces to burn up house rubbish cleans out the chimney of its winter's accumulation of soot and deposits it on the surrounding houses and lawns, Mr. Maxon explained. In such cases the smoke inspector hurries to the scene and sees that the soot fall is stopped.

But the smoke inspectors have additional duties in the summer. Last winter and spring several smoke offenders promised to install new firing equipment and now the inspectors are checking to see if they have done so and look over the equipment.

Seventy-three plants have been crossed off the city smoke bureau's list as having complied with their promises, Mr. Maxon says. These represent the vast majority of offenders. Other consistent offenders have made no effort to mend their ways and who violate the smoke ordinance in the fall will bring a warrant for arrest, added Mr. Maxon.

Study Of Proposal Now Being Made By City Comptroller

Indemnity Company Notified of Arrest of Former Clerk in Alleged Theft—Story Promises Investigation of All Departments To Continue.

Consideration of a move to place the handling of all city funds, including all collections of the various departments, in the hands of the city treasurer is the outgrowth of the arrest of Edward M. McGrath, former clerk in the Department of Public Works, on charge of grand larceny, first degree.

This plan is being studied by City Comptroller Clarence E. Higgins, under whose direction the investigation was made which led to the discovery of evidence of alleged embezzlement of collections in the case of McGrath.

Certain collections are now being handled in three different city bureaus and departments in three different buildings. By placing all city fund handling under the city treasurer, matters would be greatly simplified and made more convenient for the public, Mr. Higgins said.

The comptroller yesterday notified the Hartford Accident and Indemnity Company of the arrest of McGrath, who was under \$1,000 bond.

City Manager Stephen B. Story today declared that taxpayers of Rochester may rest assured that the city will continue its investigation of accounts of departments and will make public any further irregularities, if they appear. He said that methods employed in keeping the city records in other years were extremely lax and that this situation is being corrected as rapidly as possible.

His statement follows:

"It is a matter of exceeding regret that we have discovered another case of a city employee appropriating city funds to his own use. However, the investigation which led to the discovery of this shortage was part of a carefully mapped out program by which the comptroller's office is studying the methods of handling and accounting for city funds in the various city departments.

The main office of the Department of Public Works was not selected because of any direct suspicion on the part of the comptroller's office; in fact, it was the second office to be studied by Mr. Cartwright, city auditor, in accordance with the above mentioned program. The transactions of the Bureau of Buildings had already been studied and a new system recommended when work began upon the main office of the Department of Public Works.

In general it may be said that the methods in force hitherto in practically all city departments handling cash were exceedingly lax. In fact, many of the methods of handling departmental funds were conducive to such situations as have been discovered in the Bureau of Buildings and in the Department of Public Works.

Offices Checked

In inaugurating this work of tightening up and improving methods of departmental accounting, we naturally have to ascertain just what the departments are doing and this work will be continued until all bureaus, boards and offices of the city have been carefully covered.

If any other instances are found in which irregularities appear, the taxpayers may be assured that this administration will pursue the investigation relentlessly and make public the full details.

The value of the complete audit which was made this year is beginning to demonstrate itself, and it is unfortunate that this kind of audit was not made in the past. If the Council approves the proposed program for a semi-annual or quarterly independent audit, as it is expected to do, it will be a forward step toward the proper recording and handling of cash transactions.

It must be acknowledged that no system has yet been created which is absolutely infallible, but it is possible to put in modern accounting methods which will make more difficult the misappropriation of public money. As these various improvements are made, the people of Rochester can rest assured that the public's money is being safeguarded, whether the sums are large or small. The newspapers have informed the public with the facts concerning the Public Works office situation and they need not be related here. We are going to continue our study further.

I realize that this case is most unfortunate for the person involved, but I also feel that great credit rests upon the comptroller's office and upon Commissioner Nier for building up an air-tight case on the part of the city.

McGrath, who has been in the employ of the city for 22 years, was specifically charged with appropriating \$895.10 of collections to his own use on June 16. McGrath was said to have admitted taking the money. He pleaded not guilty when arraigned yesterday and was released in \$5,000 bond.

Deputy Health Officer Says City May Enjoy Water Without Fear

CITY FREE FROM FEVER, HE SAYS

No Pollution Evidence in State's Report on Sewage Plan

By HIRAM MARKS

Although thousands of people have bathed daily in Lake Ontario during July, there were only two cases of typhoid fever reported from Rochester, so that contamination of Ontario water with typhoid germs in sufficient quantity to be dangerous to bathers is very remote, if not quite impossible.

Joseph Roby, deputy health officer, declared yesterday, Dr. Roby, been associated with Dr. George W. Goler, director of the Health Bureau for years, and he said with George J. Nier, commissioner of public safety and Harold Baker, commissioner of public works, the emphatic opinion of the water of Lake Ontario is perfectly safe for bathers and the citizenry of Monroe County may enjoy the sport without fear.

Dr. Roby made a statement yesterday to clear up the point regarding the presence of "B. C. germs" in the water as indicated by the prevalence of typhoid germs in the water. He declared that Rochester has for a number of years been peculiarly free from typhoid fever and, up to August 1, only nine cases had been reported and during August thus far, only one case.

No Evidence of Pollution

Evidencing the vital interest of the City Administration in a sanitary situation of Lake Ontario and its program to completely protect the health of the people bathing in the water was a report made yesterday by City Manager Stephen B. Story, covering an investigation of Rochester's sewage disposal system and the condition of the beach of Lake Ontario and the Genesee River to Nine Mile Point, made by Earl Devendorf, associate director of Bureau of Sanitation of the State Department of Health. The investigation was exhaustive in its scope and was made at the request of Harold W. Baker, commissioner of public works, and Mr. Devendorf, said, among other things, that there was no visible evidence of sewage pollution to be found along the lake shore at any of the points examined.

This report was made to Dr. Matthias Nicoll, Jr., state commissioner of health, and was examined and approved by C. A. Holmquist, director of the division of sanitation. The city officials said that the investigation was requested by Commissioner Baker when it became apparent that county officials were endeavoring to use the Rochester sewage disposal plant as a political football. The report commends the plan of the city in disposing of its sewage, gives the water a clean bill of health and makes certain recommendations about the handling of sewage which the city is putting in effect.

Id fever reported in the city up to July 1. During July there were two cases reported and during August one case reported, so that the contamination of Ontario water with typhoid fever germs in sufficient quantities to be dangerous to bathers is very remote, if not quite impossible.

CITY OPENS SURVEY OF LAKE WATER

Check on Pollution After Report of Bacteria Submitted by Professor H. N. Ogden

Conditions in Irondequoit Bay Are Said To Be the Subject of Special Investigation

A survey to determine the amount of sewage swept into Lake Ontario, adjacent to city property, from county streams and plants outside city control was under way yesterday.

This move was the latest by city officials to offset the report of Professor Harry N. Ogden, Cornell University sanitary expert, which declared waters of the lake were a menace to bathers through presence of typhoid bacteria.

The survey is being undertaken by city experts acting under orders of Commissioner of Public Works Baker, he revealed.

Conditions in Irondequoit Bay, fed by Irondequoit Creek, into which the towns of East Rochester and Fairport dump their sewage, were to be the subject of special investigation, the commissioner said.

DISCUSSED COMPLAINTS

"Yes, we know about these conditions," said Supervisor Edward L. Miller, chairman of the committee of the board appointed to investigate complaints that the lake was being befouled by city sewage. He added:

"The committee discussed them at meetings prior to the report made by Professor Ogden. There is very little pollution of the lake from this stream."

County Attorney Cuff, attacked by Councilman Goodwin as the prime mover in the investigation of the supervisors' committee, was in Syracuse yesterday on a court matter.

He could not be reached to give his views of the latest developments in the controversy.

ORDER FOR VILLAGES

Both East Rochester and Fairport were ordered by the State Department of Health to make proper provisions for the disposal of sewage, and both villages voted down proposals for bond issues to erect disposal plants. East Rochester voted the bond proposal down August 1 in a special election.

These orders were issued a year ago following complaints that Ellipse Park was being damaged by sewage in Irondequoit Creek, which flows through the park.

At the same time, Commissioner Baker made public the report of Earl Devendorf, associate director of the Division of Sanitation, State Health Department, to Dr. Matthias Nicoll Jr., state commissioner of health, on the investigation requested by Commissioner Baker into complaints of the pollution of the lake through discharge of raw sewage by the city. The investigation was made April 26.

CONFERENCE WAS HELD

The report states:

"At the time of the inspection, conference was held with Dr. Wm. of Webster, and with Mr. T. Lawrence, supervisor of a town of Webster.

As a result of this conference it appears that, while the town authorities themselves had no knowledge of the alleged objectionable conditions, they had received complaints from the residents of the town along the lake shore, alleging the shore waters to be polluted by the sewage of the city, and had, as a result of these complaints, taken this matter up with the Board of Supervisors of Monroe County.

The report then goes on to give the methods of disposal of sewage by the city. Particular stress was given to the Durand-Eastman Park disposal plant through which the Board of Supervisors' committee said more than two billion gallons of untreated sewage passed in 1927.

It discloses that the sewage of some 20,000 persons living in the Maplewood Park section of the city in the vicinity of the Eastman Kodak plant is now being discharged into the Genesee River without treatment.

The report states:

"Plans providing for Dorr clarifiers, screens and pumps for pumping the sludge to the main interceptor leading to the Irondequoit plant on the opposite side of the Genesee River were approved in 1922.

"Subsequently, however, further studies have been made by city authorities regarding the method of disposal to be employed to care for the sewage of this section to the main interceptor leading to the Irondequoit plant and the treatment of this sewage at this plant, rather than following the plans originally contemplated.

CONSTRUCTION WITHHELD

"Pending the completion of these studies, construction of this disposal plant has been withheld. These studies should be completed and the necessary plans and arrangements made for the interception and disposal of the

sewage of this at as early a date as possible."

According to Commissioner Baker, the work has been held up pending a decision on a way to take care of trade wastes from the Eastman Kodak Park plant. It is proposed to build a new plant to take care of the sewage from the district.

The recommendations made in the report follow:

RECOMMENDATIONS MADE

1.—That the City of Rochester provide, at an early date, for fine screening of sewage and storm water received at the Irondequoit plant.

2.—That as soon as possible the City of Rochester should provide for the interception and treatment of the sewage of the Maplewood District.

3.—That the City of Rochester should provide for increasing the capacity of the Irondequoit disposal plant as outlined in the body of the report.

4.—That the city continue the present careful, expert supervision and control over the operation of the disposal plant.

Disposal plants are maintained in the Town of Irondequoit and at Fairport, not under city control. Both aptly their effluent into the Genesee River.

POLLUTION STUDY HITS LAKE BATHING

The report of Professor Harry N. Ogden, Cornell University sanitary expert, that waters of Lake Ontario were dangerous to bathers through sewage pollution, had its effect on attendance at the city bathing beaches yesterday.

There were only 1,200 paid admissions at Ontario Beach Park and about 1,500 children were admitted free during the day. Bathhouse officials estimated the crowd was about one-fifth of what it probably would have been were it not for the pollution report.

There were only handfuls of people in the water at the other beaches along the lake from Samosville to Sea Breeze. The Natatorium at Sea Breeze Park did a big business.

TO MAKE MORE TESTS

Meanwhile, tests were being made by city officials of the water along the beaches to determine if it is contaminated with typhoid germs, as stated in Professor Ogden's report.

His tentative report is to be followed by a complete report and the committee of the supervisors was expected to make recommendation to the board itself on any action to be taken.

City experts were making tests also of the pollution of county streams emptying into the lake with the idea of placing blame for the alleged conditions on county authorities. They are acting under orders from Commissioner of Public Works Baker.

City officials, backed by Health Bureau officials, have steadily denied there was any danger to bathers by sewage pollution.

SEWAGE NOT TREATED

In the mass of denials, accusations of politics and untold charges arising from Professor Ogden's report, one outstanding fact has been brought out. That is the report made by Earl Devendorf, associate director, Division of Sanitation, State Health Department, that the sewage from the Maplewood District, comprising a territory in which 20,000 people live, is dumped into the Genesee River without treatment.

Means to remedy this condition have been under discussion for some years, authorities say. But a solution of the problem is being held up pending studies made of trade wastes from the Kodak Park plant of the Eastman Kodak Company, they say.

JOURNAL AUG 20

City Civil Service

Rochester has had three weeks to digest the remarks made by Mr. Story, our city manager, on the occasion of his appointment of Ednor A. Marsh as civil service commissioner, and the flavor of them is not materially improving with age.

Ednor A. Marsh is an estimable gentleman; his name has been associated with whatever has been of good report in Rochester, and he is professionally highly respected. His name was one of the most prominent in the list of men who backed the late campaign for a new charter for Rochester. It is lamentable that he is entering the city administration under somewhat of a cloud.

The civil service, like Caesar's wife, should be above reproach. It was established largely through the efforts of the Republican Party in answer to the public demand for an unbiased tribunal for the choice of public employees. It is the greatest protection possible for the office subordinate against caprice or malevolence, and it assures to the public a fairly workable scheme whereby any man or woman who seeks public employment may do so without challenge on the score of political allegiance.

Now comes Mr. Story, and in refusing a capable man reappointment to Rochester's civil service commission he appoints another with the declaration that it is "wisdom" to have the new appointee owe his appointment to the present administration.

Why?

To make an appointment of a political friend is usual and makes for harmony in administration which in the public interest is desirable, but, in the case of a civil service commissioner, why put a chaffin' mortgage on the man in the presence of the whole community? Is this the spirit of civil service that great reform that Roosevelt and other stalwarts fought for? Have civil service aspirants got to see Mr. Story first, and then has Mr. Story got to see the commission? We can see Mr. Marsh's lips tighten at the inevitable implication. He is a square an intelligent gentleman. Here is Mr. Story, the first chief city employee under a charter that Rochester voted for in good faith, playing the political wicket, and showing his hand to the whole round table of public opinion.

The whole matter devolves on what the city of Rochester is paying Mr. Story \$20,000 a year for. It is believed that Rochester, through its Council, hired him to run the executive departments. Are the crusaders for the charter going to be given a city hall political ring, as the answer to their maiden's prayer?

Rochester is probably going to have a lot of city managers in the future. We will "shop" till we get what we want. But in the meantime it would probably represent the opinions of a large majority of the taxpayers to say that Mr. Story was hired to be neither mayor nor a political boss; that he is much more becomingly employed running departments than building up a personal political following, and for the sake of his salary he had better stop worrying about job jockeying and start worrying about the budget the Council gave him to work on.

ag an unfortunate situation in which city finances will be productive of the very beneficial result of opening the way for a system that will be a factor in removing temptation.

Disclosures made in it, amply justify the plans announced by City Manager Story, not only for the inauguration of more businesslike methods, but for regular and frequent independent audits of city accounts.

Generally, city employees receive small salaries. If they handle large sums of money and the methods of accounting for them are lax, there may be isolated instances in which temptation will not be resisted.

Under the proposed plan, since any misappropriation would be quickly discovered, it would not be likely to occur.

City officials making this investigation deserve commendation for the thoroughness of their work as far as it has advanced.

JOURNAL AUG 20

ding by Investigation Misappropriation of City Funds Plans That Will Remove Temptation.

Quit Politics, Story Warns Aides

All Employees Warned To Keep Out Of Politics

Section of New Charter Cited by Story in Letter to Appointive Officials—Manager Refuses to Comment on Latest Notice—No Violations Cited.

Formal notice was served today on all appointed officials and employees of the city that they must abstain from any participation in politics, municipal, state, or national, by City Manager Stephen B. Story.

The section of the City Charter prohibiting participation in political campaigns or any work of a political party was sent the officials and employees.

Solicitation of funds, or subscription to funds of political campaigns is not permitted by the above named persons under the charter.

This notice, taken as a warning, comes at the height of the sustaining membership of the Republican Party. Asked whether he had information which would lead him

to believe any city employee had violated this provision, Mr. Story refused to comment.

The city manager's notice follows:

"From Stephen B. Story, City Manager.

To All Officers and Employees of the City of Rochester.

"The attention of all city officers and employees is called to Section 95 of the Charter which is as follows:

"Political action prohibited: No appointed officer or employee of the city shall act or serve on any political committee, campaign organization, or similar body or organization, or serve as a delegate to any political or nominating convention or serve as an election official at any election or primary.

No city officer or employee shall solicit contributions for or subscribe or contribute to the campaign for the nomination or election of any candidate for office, either state, municipal, or national, or to his manager, agents, party representatives for campaign or election purposes."

"The intent of the last sentence should be clear to all readers.

"Very truly yours,
STEPHEN B. STORY,
City Manager."

Many Active in Parties

Although Mr. Story did not express his intentions, his calling of attention to the provisions of the charter was interpreted as an ultimatum on city forces that summary action would result if proof was found that the city law had been violated.

Many of the city employees are members of the Republican and Democratic organizations and have played an important part in the political campaigns in other years.

Study Of Proposal Now Being Made By City Comptroller

Indemnity Company Notified of Arrest of Former Clerk in Alleged Theft—Story Promises Investigation of All Departments To Continue.

Consideration of a move to place the handling of all city funds, including all collections of the various departments, in the hands of the city treasurer, is the outgrowth of the arrest of Edward M. McGrath, former clerk in the Department of Public Works, on charge of grand larceny, first degree.

This plan is being studied by City Comptroller Clarence E. Higgins, under whose direction the investigation was made which led to the discovery of evidence of alleged embezzlement of collections in the case of McGrath.

Certain collections are now being handled in three different city bureaus and departments in three different buildings. By placing all city funds handling under the city treasurer, matters would be greatly simplified and made more convenient for the public, Mr. Higgins said.

The comptroller yesterday notified the Hartford Accident and Indemnity Company of Hartford, Conn., bonding company, of the arrest of McGrath, who was under \$1,000 bond.

City Manager Stephen B. Story today declared that taxpayers of Rochester may rest assured that the city will continue its investigation of accounts of departments and will make public any further irregularities, if they appear. He said that methods employed in keeping the city records in other years were extremely lax and that this situation is being corrected as rapidly as possible.

His statement follows:

"It is a matter of exceeding regret that we have discovered another case of a city employee appropriating city funds to his own use. However, the investigation which led to the discovery of this shortage was part of a carefully mapped out program by which the comptroller's office is studying the methods of handling and accounting for city funds in the various city departments. The main office of the Department of Public Works was not selected because of any direct suspicion on the part of the comptroller's office; in fact, it was the second office to be studied by Mr. Cartwright, city auditor, in accordance with the above mentioned program. The transactions of the Bureau of Buildings had already been studied and a new system recommended when work began upon the main office of the Department of Public Works.

McGrath, who has been in the employ of the city for 22 years, was specifically charged with appropriating \$895.10 of collections to his own use on June 16. McGrath was said to have admitted taking the money. He pleaded not guilty when arraigned yesterday and was released in \$5,000 bond.

"I realize that this case is most unfortunate for the person involved, but I also feel that great credit rests upon the comptroller's office and upon Commissioner Nier for building up an air-tight case on the part of the city.

"All that the presence of colon bacillus in water indicates is that in some way or other certain discharges from human beings or domestic animals or even birds or fish have gotten into the water," said Dr. Roby.

"It does not indicate at all that there are typhoid fever germs in the water. It has been used as an indicator of the possibility that typhoid fever germs might get into the water provided there was some human being who was discharging typhoid fever germs.

"To be infected with typhoid fever germs necessitates the drinking, in all probability, of a considerable amount of quite badly contaminated water—water not contaminated simply by colon bacilli, but water badly contaminated by typhoid fever bacilli themselves.

For this reason it would be necessary, if one wants to say the water was dangerous, to know the water actually had a chance for typhoid fever germs to get into it.

"As a matter of fact, Rochester has been for a great number of years peculiarly free from typhoid fever. So far this year there have been only seven cases of typhoid fever reported in the city up to July 1. During July there were two cases reported and during August one case reported, so that the contamination of Ontario water with typhoid fever germs in sufficient quantities to be dangerous to bathers is very remote, if not quite impossible."

Deputy Health Officer

BEARDSLEY, N. Y. (AP)—Two car garages.

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CITY OPENS SURVEY OF LAKE WATER

Check on Pollution After Report of Bacteria Submitted by Professor H. N. Ogden

Conditions in Irondequoit Bay Are Said To Be Subject of Special Investigation

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This move was the latest by city officials to offset the report of Professor Harry N. Ogden, Cornell University sanitary expert, which declared waters of the lake were a menace to bathers through presence of typhoid bacteria.

The survey is being undertaken by city experts, acting under orders of Commissioner of Public Works Baker, he revealed.

Conditions in Irondequoit Bay, which the town of East Rochester and Fairport dump their sewage, were to be the subject of special investigation, the commissioner said.

DISCUSSED COMPLAINTS

"Yes, we know about these conditions," said Supervisor Edward L. Miller, chairman of the committee of the board appointed to investigate complaints that the lake was being fouled by city sewage. He added:

"The committee discussed them at meetings prior to the report made by Professor Ogden. There is very little pollution of the lake from this stream."

County Attorney Cuff, attacked by Councilman Goodwin as the prime mover in the investigation by the supervisors' committee, was in Syracuse yesterday on a court matter.

He could not be reached to give his views of the latest developments in the controversy.

ORDER FOR VILLAGES

Both East Rochester and Fairport were ordered by the State Department of Health to make proper provisions for the disposal of sewage, and both villages voted down proposals for bond issues to erect disposal plants.

At the same time, Commissioner Earl Devendorf, associate director of the Division of Sanitation, State Health Department, to Dr. Matthias Nicol Jr., state commissioner of health, the investigation requested by Commissioner Baker into complaints of the pollution of the lake through discharge of raw sewage by the city. The investigation was made April 26.

CONFERENCE WAS HELD

The report states:

"At the time of the inspection, conference was held with Dr. Nicol, health officer of the town of Webster, and with Mr. T. Lawrence, supervisor of the town of Webster.

As a result of this conference appears that, while the town authorities themselves had no knowledge of the alleged objectionable conditions, they had received complaints from the residents of the town along the lake shore, alleging the shore waters to be polluted by the sewage of the city, and had as a result of these complaints, taken this matter up with the Board of Supervisors of Monroe County."

The report then goes on to give the methods of disposal of sewage by the city. Particular stress was given to the Durand-Eastman Park disposal plant through which the Board of Supervisors' committee said more than two billion gallons of untreated sewage passed in 1927.

20,000 PERSONS

It discloses that the sewage of some 20,000 persons living in the Maplewood Park section of the city in the vicinity of the Eastman Kodak plant is now being discharged into the Genesee River without treatment.

The report states:

"Plans providing for Dorr clarifiers, screens and pumps for pumping the sludge to the main interceptor leading to the Irondequoit plant on the opposite side of the Genesee River were approved in 1922."

"Subsequently, however, further studies have been made by city authorities regarding the method of disposal to be employed to care for the sewage of this section to the main interceptor leading to the Irondequoit plant and the treatment of this sewage at this plant, rather than following the plans originally contemplated."

CONSTRUCTION WITHHELD

"Pending the completion of these studies, construction of this disposal plant has been withheld. These studies should be completed and the necessary plans and arrangements made for the interception and disposal of the sewage of this at an early date as possible."

According to Commissioner Baker, the work has been held up pending a decision on a way to take care of trade wastes from the Eastman Kodak Park plant. It is proposed to build a new plant to take care of the sewage from the district.

The recommendations made by the report follow:

1.—That the City of Rochester, at an early date, for screening of sewage and water received at the Irondequoit plant.

2.—That as soon as possible the City of Rochester should provide for the interception and disposal of the sewage of the M District.

3.—That the City of Rochester should provide for the capacity of the Irondequoit plant as outlined in the report.

4.—That the city commission should provide for the present careful, expert supervision and control over the operation of the disposal plant.

Disposal plants are maintained in the Town of Irondequoit and at Summerville, not under city control. Both empty their effluent into the Genesee River.

POLLUTION STUDY HITS LAKE BATHING

The report of Professor Harry N. Ogden, Cornell University sanitary expert, that waters of Lake Ontario were dangerous to bathers through sewage pollution, had its effect on attendance at the city bathing beaches yesterday.

There were 1,200 paid admissions at Ontario Beach Park and about 1,500 children were admitted free during the day. Bathhouse officials estimated the crowd was about one-fifth of what it probably would have been were it not for the pollution report.

There were only handfuls of people in the water at the other beaches along the lake from Summerville to Sea Breeze. The Natatorium at Sea Breeze had a big business.

TO MAKE MORE TESTS

Meanwhile, tests were being made by city officials of the water along the beaches to determine if it is contaminated with typhoid germs, as stated in Professor Ogden's report.

His tentative report is to be followed by a complete report and the committee of the supervisors was expected to make recommendations to the board itself on any action to be taken.

City experts were making tests also of the pollution of county streams emptying into the lake. The idea of placing blame for the "leaked conditions" on county streams was stated in Professor Ogden's report.

They are acting under orders of the Commissioner of Public Health.

By Health Commissioner.

By Health Commissioner.

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House, Garage Owners Bad Smoke Offenders, Busy Inspector Says

What does a smoke inspector do in the Summer when there isn't any smoke, was the question asked today of John C. Maxon, in charge of the city smoke regulation bureau on top of the Lincoln-Alliance Bank Building.

"In the first place," replied Mr. Maxon, "there is plenty of smoke, and in the second place a smoke inspector does very much the same as he does in Winter."

Mr. Maxon explained that there are always a large number of factories which keep fires all Summer and that residences and garages are particularly bad offenders during the Summer, when rubbish, old tires or oily rags are burned up in stoves and furnaces.

"Almost every day some woman calls the office," said the smoke inspector, "to say that she's just put the washing out on the line and now she wishes we would come to look at what the neighbor's chimney has done to it."

Fires started in residential furnaces to burn up house rubbish clean out the chimney of its winter's accumulation of soot and deposits it on the surrounding houses and lawns. Mr. Maxon explained in such cases the smoke inspector hurries to the scene and sees that the soot fall is stopped.

But the smoke inspectors have additional duties in the Summer. Last Winter and Spring several smoke offenders promised to install new firing equipment and now the inspectors are checking to see if they have done so and look over the equipment.

Seventy-three plants have been checked off the city smoke bureau's list as having complied with their promises, Mr. Maxon says. These represent the vast majority of offenders. Other consistent offenders have made no effort to mend their ways and who violate the smoke ordinance in the Fall will bring a warrant for arrest, added Mr. Maxon.

Safeguarding by Investigation Disclosures of Misappropriation of City Funds Justify Plans That Will Remove Temptation.

Besides revealing an unfortunate situation in which city employees had stolen its money, the investigation into municipal finances will be productive of the very beneficial result of opening the way for a system that will be a factor in removing temptation.

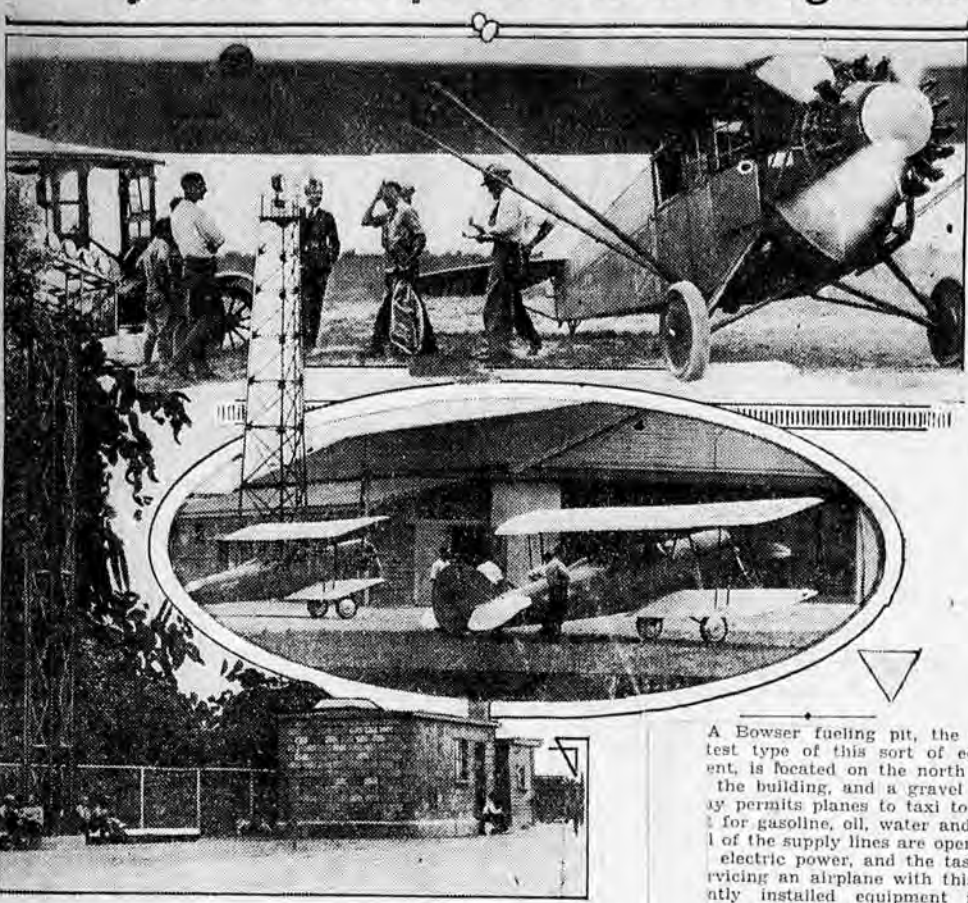
Disclosures made in it, amply justify the plans announced by City Manager Story, not only for the inauguration of more businesslike methods, but for regular and frequent independent audits of city accounts.

Generally, city employees receive small salaries. If they handle large sums of money and the methods of accounting for them are lax, there may be isolated instances in which temptation will not be resisted.

Under the proposed plan, since any misappropriation would be quickly discovered, it would not be likely to occur.

City officials making this investigation deserve commendation for the thoroughness of their work as far as it has advanced.

Aspect of Modern Airport Is Presented by the Municipal Aviation 'Frog Pond'



Top: Transfer of mail from airplane to truck as routine matter in contrast to crowds and fan fare at the start on June 1st. Center: Hangar topped by revolving beacon light of 8,000,000 candle power at Rochester Airport on Scottsville Road. Below, left: Four flood lights to illuminate roof of hangar and pump house which supplies hangar and field with running water.

Offers Many Facilities for Day and Night Flying Service

Rochester's Municipal Aviation field, harshly criticized at the time young Colonel Lindbergh flew down upon its bumpy turf more than a year ago, in the past often characterized as a "frog pond," and almost passed up by the carriers of the government's air mail, is gradually developing into something that resembles a modern airport.

Already the big field in the Scottsville road, with its large, substantial looking hangar and cinder topped runways, shows the results of the judicial expenditure of a large part of the \$150,000 appropriated for the development of the airport. There is, of course, much yet to be done, and another year or two may be required in its doing. But for present uses the field is quite adequate, and that its reputation as a safe and practical stop-over place for transient planes is growing is evidenced by the fact that almost daily some out-of-town flier zooms down to its smooth landing and parks his plane for the night in the commodious hangar.

Made the Grade

Last spring, with parts of the lower level of the field inundated by heavy rains, and the rest a virtual quagmire, persons interested in seeing Rochester develop an airport commensurate with its other civic achievements, threw up their hands in despair. Rochester, they said, was missing the golden opportunity to be included on the transcontinental air line, a fact which, in the years to come, would reflect distinctly to the city's disadvantage.

Then, when the threat that Rochester would be left off of the across-the-state line of airmail service became acute, the city fathers awakened from their lethargy and with prodigious effort whipped the neglected aviation field into fair condition before the final contract for state air mail service was signed, and Rochester was marked on the mail flier's itinerary.

The hangar was completed, one runway was built, the lower levels, which had formed water pockets, were filled in and a road leading into the airport was constructed. By June 1st, when the first mail planes arrived and departed from the airport, with ceremonies similar to those that were conducted at the airport when Colonel Lindbergh paid his memorable visit here last year, the field was in fairly good condition. Workmen by the scores had been engaged night and day to prepare the airport for the initial visit of the mail fliers and much was accomplished in the few days that intervened between the arrival of a mail plane here days that usually sees the arrival and departure of half a dozen airplanes.

The westbound plane, coming from Syracuse, is scheduled to arrive at the field at 12:30 P. M. each day and its departure is five minutes later. The eastbound plane, arriving from the Pacific coast, is scheduled to arrive at 3:35 P. M., but because of lack of complete perfection of the transcontinental service there is often some discrepancy in the arriving time of this plane, which flies here from Buffalo, to complete the second leg of a trip from Cleveland to Albany. The hangar at the field, made of under block and steel in of sufficient size to accommodate in dead storage ten planes, and often the building is filled to capacity. Besides the hangar proper, the building is equipped with a machine shop, an office for the superintendent of the airport, and a very day by two government men and mechanics.

A Bowser fueling pit, the very test type of this sort of equipment, is located on the north side of the building, and a gravel runway permits planes to taxi to this for gasoline, oil, water and air. Around the corner of the hangar from the fueling pit a space has been designated for parking purposes, and the surface of this area constituted of crushed stone and gravel. A small fenced off space on the north side of the building will be needed for lawn, and this, in time, will add to the attractiveness of the hangar.

Light Seen Ten Miles

A revolving beacon light, with 8,000,000 candle power, which may be seen easily from a distance of ten miles, has been erected on a steel tower at the north side of the hangar. This great light revolves six times per minute and may be put into operation by throwing a switch from the office of the hangar.

Two Flood Lights at Both Sides

Two flood lights at both sides of the hangar, where the word "Rochester" is spelled out so that fliers approaching the field may instantly be apprised of their location. The wiring of these lights will be completed early in the week.

With the beacon light in use and the flood lights focused on the roof of the hangar, where in heroic operation this week, workmen soon will begin the installation of hoists and obstacle lights. Forty border lights will be set around the field, eighteen inches above the surface of the ground. These will outline the location of the landing field. The obstacle lights that might jeopardize a plane in landing at night. Their beams will reflect skyward.

Later, green lights will be placed at the approaches of runways on the field, and by next year flood lights, which will completely illuminate the field, will be installed. These, when a plane approaches, will turn the entire area of the field into high noon brilliancy, and the lights will be so arranged that there will be no glare in the eyes of the pilot.

Night Flying Opportunities

Although there has been comparatively little night flying at the new airport, the equipment at the field is such to encourage this sort of operation in the future. At present the field is open twenty-four hours a day, and at least one man remains at the hangar throughout the night to watch over the planes housed there and to service any plane that may arrive after the daylight hours.

Accounting Safeguards

It is the habit of some persons to find much amusement in deriding "theorists" who talk of the value of proper systems and methods in government, as though the only thing necessary to get good and honest government is honest men.

Rochester's recent experience in the uncovering of dishonesty in the handling of public funds in two city departments, the Bureau of Buildings and the main office of the Department of Public Works, calls attention strikingly to the danger that lies in inadequate systems of accounts and audit. If it is easy for public employees to make away with public funds, men, often inherently honest, yield to the temptation to get "easy money" because they believe the system will permit them to "get away with it."

This situation gives point to the statement made to the press Saturday by City Manager Stephen B. Story. He said that "the methods in force hitherto in practically all city departments handling cash were exceedingly lax," and added that "many of the methods of handling departmental funds were conducive to such situations as have been discovered in the Bureau of Buildings and in the Department of Public Works." These things are now being set right.

In pursuance of an ordinance introduced into the council by Councilman Harry C. Goodwin, a complete audit of all the city's financial transactions was made early this year. Following this, the city, under the direction of Comptroller Clarence E. Higgins and his assistant, Auditor Louis Cartwright, started work on a carefully mapped out program of studying the methods of handling and accounting for city funds in all departments. It is this course which has led to the discovery not only of exceedingly defective methods but of some personal dishonesty.

The taxpayers will gain by this in more ways than one. The protection against possibility of future "easy money" defalcations is perhaps the least of these, although the most dramatic. In many important, but less prosaic directions, the city's methods of transacting business and handling funds entrusted to it will be improved. This means not only greater convenience, efficiency and economy, but the promotion of honesty and integrity in public affairs.

AWAIT LATEST REPORTS IN WATER SCRAP

Officials Involved in Controversy Over Alleged Pollution of Lake Abseent From City Today.

A full hall fallen over the controversy which has raged for nearly a week between county and city officials relative to the condition of the waters of Lake Ontario in the vicinity of Rochester.

Commissioner of Public Works Harold W. Baker and James E. Huff, Monroe County attorney, principals in the water fight, were absent from their offices today. Mr. Baker, it was said, was in Albany, but whether the trip was in connection with the pollution charges made by a committee of the Monroe County Board of Supervisors was not stated.

As the matter stands, the supervisors' committee, basing its decision on the report of Prof. Ogden's report, holds that the city is causing much of the pollution and that city sewage disposal plants are inadequate.

Commissioner Baker is supported by Commissioner of Public Safety George J. Nier and Dr. Joseph Roby, deputy city health officer. A. M. Johnson, acting health officer in the absence of Dr. George W. Goler, and Councilman Harry C. Goodwin.

Commissioner Baker, Commissioner Nier and Mr. Goodwin hold that making public the tentative report of Professor Ogden was a political move and not primarily in the interest of the safety of bathers. It is held by city officials that lake waters are safe for bathing.

Mr. Huff denies that the report was made for political reasons, and says he prefers to accept the word of Professor Ogden over that of Commissioner Baker.

Commissioner Nier had not returned today from Detroit, where he has been studying the traffic situation of that city. In the meantime tests have been made of lake water east of Charlotte to Nine Mile Point by city officials, and the beaches inspected. These reports had not been ready for publication early this afternoon.

Professor Ogden's full report has not been received and the Supervisors' Committee is apparently resting on its oars until the report is in their hands. City officials also appear to be awaiting this report.

Goodwin Wants to Know All About Conference on Lake Avenue Boulevard Paving

Feelings Not Hurt Because He Did Not Get Invitation, He Tells Story in Council, but Is Opposed to 'Star Chamber'

Information concerning various phases of the conference last Friday between city officials and Bishop Thomas F. Hickey and Eugene J. Dwyer with reference to the Lake Avenue Boulevard paving, was sought at length last evening from City Manager Story by Councilman Harry C. Goodwin at the session of the City Council. Councilman Goodwin asked Mr. Story who made up the conference, and wanted to know why all members of the Council were not given an opportunity to be present.

Mr. Story said there was no intention to slight Mr. Goodwin, and that the members of the Council who were present included those on the local improvement committee and the finance committee.

Mr. Story said that the conference was sought by Bishop Hickey and Mr. Dwyer, representing Holy Sepulchre Cemetery and St. Bernard's Seminary, which owns a large part of the property facing the section of Lake Avenue Boulevard between Winchester Street and the Buffalo, Rochester & Pittsburgh Railway tracks which is proposed for improvement. He said that the members of the finance committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler, and Councilman Edward E. Flynn, happened to be meeting in the Mayor's office at the same time, and he invited them to join the conference and the local improvement committee was present because the matter was before the committee.

When he heard that Councilman Goodwin was in the outside office, Mr. Story said he extended an invitation to him to come in. Mr. Goodwin said that he did not receive it.

No Promises Made

In the course of the questions, Mr. Story said that Bishop Hickey and Mr. Dwyer were present seeking information regarding the improvement and that they made no suggestions, no promises, and no commitments of any kind, but they asked the city officials if they regarded the pavement as a necessity, and Mr. Story said that such an expression of opinion was made to them. They also asked about the necessity of a storm water sewer, and were told that, in the opinion of the city officials, this also was necessary. Mr. Goodwin wanted to know if anybody representing Riverside Cemetery was present, and was told there was not. Mr. Story said that the conference was not for discussion of the proposal with all taxpayers, but was intended to give information to the officials of the Seminary and cemetery at their request. He said that previously representatives of Riverside Cemetery had consulted with the city officials. In response to an inquiry by Mr. Goodwin as to their attitude, Mr. Story said they expressed willingness to go along in any improvement that the city desired.

Differs Over Pavement

The session of the City Council was enlivened by two groups of taxpayers in Woodside Street, one advocating an asphalt pavement and the other a concrete pavement. One property owner summed it up by saying that he had signed about five petitions already, first for asphalt and then for concrete, and he didn't care what kind it was as long as they got a pavement quick. Councilman Nelson A. Milne, chairman of the local improvement committee, explained about the difference of opinion of the property owners, and said that the petitions for both types of pavements would be before the Council for consideration at the next session.

Councilman Goodwin asked City Manager Story if there was any penalty provided for violation of the City Charter by employees in soliciting political subscriptions. He said that he understood there was no penalty and asked Mr. Story what he would do in the circumstances. Mr. Story said that he would regard a flagrant violation as sufficient reason for removal, and Goodwin asked whether this could be done under Civil Service regulations.

Mr. Story said that the Civil Service law itself prohibits political activity by the municipal workers.

City Manager Story submitted a communication from Comptroller Clarence E. Higgins asking, "per-sonally," for estimates of the cost of the following improvements: Wyant Crescent asphalt pavement, sewers and walk, \$20,000; Elser Terrace asphalt pavement, \$11,000; Woodside Street asphalt pavement, \$24,000; Rock View Terrace concrete pavement, walk and sewers, \$15,500; Kondoff Street asphalt pavement, \$15,000; Mt. Hope Avenue concrete pavement, sewers and walks, \$175,000.

Before ordinances were drawn, and that there was no desire to bottle up any information. He said that he was sorry that Mr. Goodwin felt slighted. Mr. Goodwin replied that he had no criticism to offer of the City Manager, and that he was making the inquiry "not because my feelings are hurt, because they can't be hurt," but because of public interest in the improvement and the desire to bring the facts to the public.

Story Gives Costs

He questioned Mr. Story about the cost of the improvement, and was told that a storm water sewer would cost approximately \$41,000, according to engineers' estimates, for which the city at large was to pay 25 per cent. He said that the cost of asphalt pavement was \$185,000; concrete pavement, \$160,000; and black base pavement, \$172,000, for which the city was to pay for the amount in excess of 25 per cent, or approximately 28 per cent, of the cost.

Upon the favorable report of the finance committee, the Council authorized the purchase from the New York Central Railroad of two parcels of land in Industrial Street— one parcel to cost the city \$11,300 and the other \$2,400. Upon the favorable report of the public works and engineering committee, the Council authorized the purchase of Agent Wendell T. Anderson to have the work of completing the subway railroad done without competitive contract at a cost not to exceed \$75,000. Commissioner Baker was authorized to grant a license to the Eastman Kodak Company to construct and maintain a tunnel across Leviston Avenue. Councilman William F. Duran filed a petition for asphalt pavements in Balfour Drive and Brookhaven Terrace. Councilman Goodwin presented for Councilman Louis S. Foulke a remonstrance against the asphalt resurfacing of Hayward Avenue. Councilman Milne filed a petition for a pavement in Waldo Street.

The Council, by resolution of Councilman Duran, authorized George J. Nier, commissioner of public safety, to pay doctors' and nurses' bills for services to injured firemen. A resolution was introduced authorizing City Manager Story to contract for steam for the Central Avenue and Stone Street fire houses without competitive bidding. Councilman Goodwin presented an ordinance for the purchase of two parcels of land in Culver Road as an addition to Cobbs Hill Park.

EXPERT SAYS HE WOULDN'T CLOSE BEACH

Cuff and Bareham Insisted on Preliminary Listing of Findings, Cornell Man States.

By PAUL BENTON

If Prof. Harry N. Ogden of Cornell, who found Lake Ontario so polluted with sewage that he declared bathing there unsafe, were city manager of Rochester he would not close the bathing beaches.

Dr. Ogden made this declaration yesterday afternoon in his office in Lincoln Hall at Cornell University, where he discussed the report that has become a political storm center since its publication last Wednesday.

When informed of the interest with which his preliminary statement of the situation he found along the Ontario beaches had been greeted in Rochester, Dr. Ogden was surprised.

"Oh, has that report been published," he remarked.

"Very much so," he was told.

"Well, you know I expect to follow it up with a final report in a few weeks," he added.

"Just why did you think it necessary to make a preliminary report at all when you did. Isn't it more customary when making statements regarding sanitary conditions to wait until the complete report is made?"

"Yes, possibly it is," he replied, "but I made the preliminary report upon the insistence of Mr. Bareham and Mr. Cuff that I do so."

He went on to state that he had no reason whatever for modifying any statement he had made in the preliminary report and declared that the pollution was "strange."

"If you were city manager of Rochester, would you close the bathing beaches as unsafe?"

He hesitated for a moment, then replied:

"On the whole, no. The question involved there is one of comparison. While the beaches are unsafe for bathing according to the standards laid down by the American Public Health Association for bathing pools, at the same time I do not think the element of risk of infection or typhoid involved is sufficient to offset the value of the open exercise and recreation which is afforded the public by keeping them open."

Sewage Dumped in River

He went on to add that in his view there would be little use right now in adding additional Imhof tanks at the sewage disposal plant in Durand-Eastman Park to take care of the complete flow of sewage there, until the treatment plant had been built to care for the sewage.

age of the west side, which is now in large measure dumped raw into the river.

"That would be stopping a small leak while ignoring a large one," he explained.

"Where do you consider the blame for the present situation lies?"

"I should say that city administrations for years have been very lax in permitting the situation to become what it is today. The blame goes back a number of years. As a matter of fact the need for more Imhof tanks and a west side disposal plant must have been obvious years ago. The Durand-Eastman plant was built in 1916 and the population of the city has been growing constantly since that date, but there have been, I understand, no additions to the plant."

Dr. Ogden was informed of the comments heard in Rochester that his work was inspired politically.

"It is being said," he was told, "that your relation to this entire matter is that of a murder trial expert who is hired by one side to bring in a certain set of findings?"

He laughed heartily.

Findings Only Reported

"As a matter of fact," he replied, "I know little and care less about Rochester politics. I was asked to make a certain investigation for the Board of Supervisors and did so to the best of my ability and reported what I found. I had no interest in what use was to be made of the report."

"Where were the analyses of the water samples made?"

"In the Monroe County laboratory," he replied, "I had them all carefully checked in our own laboratories here before sending in the report. I'm quite convinced they are all right."

He went on to say that he doubted whether any system of chlorination which might be attempted would be of any value in meeting lake water conditions as they exist today.

The Genesee River above the city and below these other streams would all come under such a survey, and the matter of sewage disposal plants would be taken up in all communities where raw sewage is emptied into streams and rivers.

STORY STATES HIS REGRET ON BARING REPORT

City Manager Expresses Disapproval of Using Scientific Analysis for Political Purposes.

City Manager Stephen B. Story today expressed regret that a scientific report, made in good faith, should be used for political purposes in commenting on the statement of Professor Henry Ogden regarding his findings relative to condition of water in Lake Ontario near Rochester.

"This whole matter," said Mr. Story, "of the alleged pollution of the lake front is greatly to be regretted. We intend to move as rapidly as consistent with good engineering and good financing to clean up whatever pollution of the city is causing. None of the information is new and Professor Ogden's final report will undoubtedly corroborate what we already know about sewage conditions. Whatever is serious about the present situation is not new and is not ascribable solely to iniquities arising in the year 1928."

"Today's disclosures about Professor Ogden's report are indeed interesting. I am sorry, as any engineer must be, to see a scientific report made in good faith, utilized for political purposes."

"The worst effect of throwing the preliminary report into the limelight is not upon the administration but upon the thousands of people at the beaches who are seeking relief from the hottest weather of the year. It is before these people that some politicians seem to be shaking the scare of 'contamination.'"

"How can the people in the street or on the beaches know a colon bacillus when they see one? Professor Ogden's statement that the beaches may be used for bathing coincides with the judgment of our own competent health officers and the controversy seems to have evaporated."

Commissioner of Public Works Harold W. Baker and Commissioner of Public Safety George J. Nier, both expressed similar sentiments.

COUNTY-WIDE WATER SURVEY IS CONSIDERED

Baker, Back From Albany, Says He May Have 'Something To Take Up With Supervisors'

A general survey of sanitary conditions in Monroe County is under consideration, according to Commissioner of Public Works Harold W. Baker, who yesterday conferred with officials of the State Department of Health at Albany.

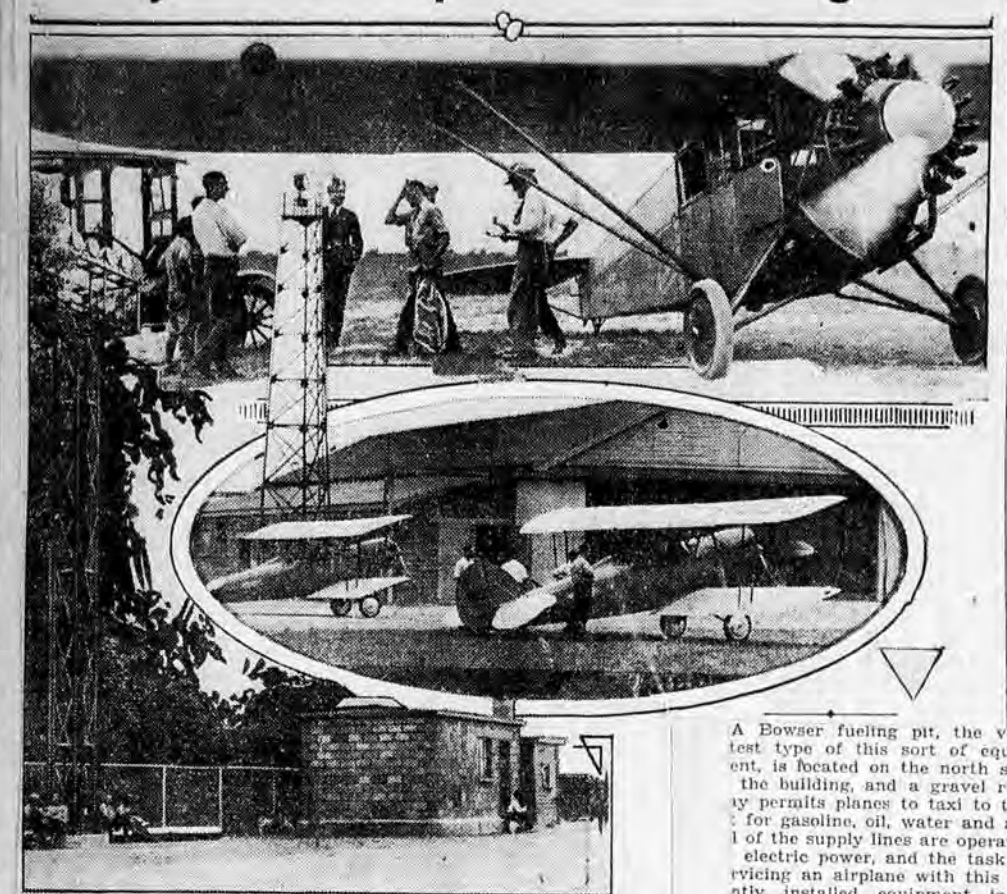
Such a survey, said Commissioner Baker, will include stream pollution and sewage disposal. This announcement, made with a smile, and the added statement that "I may have something to take up with the Monroe County Board of Supervisors in a short time," indicated that the commissioner does not intend to allow the lake water pollution charges to rest.

"We want to know what is polluting the lake and it may be found that bacteria gets into the lake waters from other sources than Rochester," said Mr. Baker.

Monroe County extends a considerable distance to the south on each side of the Genesee River, and east beyond Webster. Many villages empty their sewage into the Genesee River besides Rochester, and into numerous streams which have their outlets in Lake Ontario.

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Aspect of Modern Airport Is Presented by the Municipal Aviation 'Frog Pond'



Top: Transfer of mail from airplane to truck as routine matter in contrast to crowds and fan fare at the start on June 1st. Center: Hangar topped by revolving beacon light of 8,000,000 candle power at Rochester Airport on Scottsville Road. Below, left: Four flood lights to illuminate roof of hangar and pump house which supplies hangar and field with running water.

Offers Many Facilities for Day and Night Flying Service

Rochester's Municipal Aviation field, harshly criticized at the time young Colonel Lindbergh flew down upon its bumpy turf more than a year ago, in the past often characterized as a "frog pond," and almost passed up by the carriers of the government's air mail, is gradually developing into something that resembles a modern airport.

Already the big field in the Scottsville road, with its large, substantial looking hangar and cinder topped runways, shows the results of the judicious expenditure of a large part of the \$150,000 appropriated for the development of the airport. There is, of course, much yet to be done, and another year or two may be required in its doing. But for present uses the field is quite adequate, and that its reputation as a safe and practical stop-over place for transient planes is growing is evidenced by the fact that almost daily some out-of-town flier zooms down to its smooth landing and parks his plane for the night in the commodious hangar.

Made the Grade

Last spring, with parts of the lower level of the field inundated by heavy rains, and the rest a virtual quagmire, persons interested in seeing Rochester develop an airport commensurate with its other civic achievements, threw up their hands in despair. Rochester, they said, was missing the golden opportunity to be included on the transcontinental airmail line, a fact which, in the years to come, would react distinctly to the city's disadvantage.

All in Day's Work Now

After the flurry and excitement of the first visit of the air mailmen and the arrival of a mail plane, the arrival of a mail plane is merely one incident in a day that usually sees the arrival and departure of half a dozen airplanes.

The westbound plane, coming from Syracuse, is scheduled to arrive at the field at 12:50 P. M. each day and its departure is five minutes later. The eastbound plane, carrying mail from the Pacific coast, is scheduled to arrive at 3:35 P. M., but because of the comparative perfection of the transcontinental service there is often some discrepancy in the arriving time of this plane, which flies here from Buffalo, to complete the second leg of a trip from Cleveland to Albany.

The hangar at the field, made of cinder block and steel, is of sufficient size to accommodate in dead storage ten planes, and often the building is filled to capacity. Besides the hangar proper, the building is equipped with a machine shop, an office for the superintendent, an office for the field every day by two government men, and a room for the field every day.

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Rochester's recent experience in the uncovering of dishonesty in the handling of public funds in two city departments, the Bureau of Buildings and the main office of the Department of Public Works, calls attention strikingly to the danger that lies in inadequate systems of accounts and audit. If it is easy for public employees to make away with public funds, men, often inherently honest, yield to the temptation to get "easy money" because they believe the system will permit them to "get away with it."

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As the matter stands, the supervisors' committee, basing its declaration that the waters of the lake are unsafe for bathing on Prof. Henry Ogden's report, holds that city sewage is causing much of this condition and that city sewage disposal plants are inadequate.

Wants to Know All About Conference on Lake Avenue Boulevard Paving

Feelings Not Hurt Because He Did Not Get Invitation, He Tells Story in Council, but Is Opposed to 'Star Chamber'

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Mr. Story said that the conference was sought by Bishop Hickey and Mr. Dwyer, representing Holy Sepulchre Cemetery and St. Bernard's Seminary, which owns a large part of the property facing the section of Lake Avenue Boulevard between Winchester Street and the Buffalo Railway tracks which is proposed for improvement. He said that the members of the finance committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler, and Councilman Edward B. Flynn, happened to be meeting in the Mayor's office at the same time, and he invited them to join the conference and the local improvement committee was present because the matter was before the committee.

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No Promises Made

In the course of the questions, Mr. Story said that Bishop Hickey and Mr. Dwyer were present seeking information regarding the improvement and that they made no suggestions, no promises, and no commitments of any kind, but they asked the city officials if they regarded the pavement as a necessity, and Mr. Story said that such an expression of opinion was made to them. They also asked about the necessity of a storm water sewer, and Mr. Story said that in the opinion of the city officials, this also was necessary. Mr. Goodwin wanted to know if anybody representing Riverside Cemetery was present, and was told there was not. Mr. Story said that the conference was not for discussion of the proposal with all taxpayers, but was intended to give information to the officials of the Seminary and cemetery at their request. He said that previously representatives of Riverside Cemetery had consulted with the city officials. In response to an inquiry by Mr. Goodwin as to their attitude, Mr. Story said they expressed willingness to go along in any improvement that the city desired.

Mr. Goodwin said that he was opposed to any star chamber proceedings, and that previous administrations had "done too many of these things." Vice-Mayor Isaac Adler, who presided in the absence of Mayor Wilson, said that he felt that any group of taxpayers had a right to come to the City Hall and ask information they desired about any improvement, and it was perfectly proper. Mr. Story said that he regarded it as part of his duty to discuss matters regarding improvements with any taxpayer, even before ordinances were drawn, and that there was no desire to bottle up any information. He said that he was sorry that Mr. Goodwin felt slighted. Mr. Goodwin replied that he had no criticism to offer of the City Manager, and that he was making the inquiry "not because my feelings are hurt, because they are hurt," but because of the public interest in the improvement and the desire to bring the facts to the public.

Story Gives Costs

He questioned Mr. Story about the cost of the improvement, and was told that a storm water sewer would cost approximately \$41,000, for which the city at large was to pay 25 per cent. He said that the cost of asphalt pavement was \$185,000; concrete pavement, \$160,000; and black base pavement, \$172,000, for which the city was to pay for the amount in excess of 26 feet, or approximately 28 per cent of the cost.

Mr. Goodwin wanted to know if Bishop Hickey or Mr. Dwyer said anything about the city paying for a larger share, and Mr. Story said nothing directly was said on this subject, except that they expressed the hope that the two organizations might be relieved of paying as much of the burden as possible. He said there were a number of unusual circumstances in the matter which must be taken into consideration by the City Council, and assumed they would be given complete thought after the ordinances were introduced and public hearings on them were conducted. Vice-Mayor Adler said that everything bearing on the improvement would be made public at the sessions of the Council after the ordinances are formally presented.

Differ Over Pavement

The session of the City Council was enlivened by two groups of taxpayers in Woodside Street, one of whom was Mr. Goodwin. Mr. Goodwin said that there had been so many delays in the introduction of these ordinances that he wanted to get down to the bottom of the cause of the postponements.

Upon the favorable report of the finance committee, the Council authorized the purchase from the New York Central Railroad of two parcels of land in Industrial Street required for a loop for subway cars. One parcel to cost the city \$13,300 and the other \$2,400. Upon the favorable report of the public works and engineering committee, the Council authorized Purchasing Agent Wendell T. Andrews to have the work of completing the subway railroad done without competitive contract at a cost not to exceed \$75,000. Commissioner Baker was authorized to grant a license to the Eastman Kodak Company to construct and maintain a tunnel across Lewiston Avenue. Councilman William F. Durnan filed a petition for asphalt pavements in Ballou Drive and Brookhaven Terrace. Councilman Goodwin presented for Councilman Louis S. Foulkes a remonstrance against the asphalt resurfacing of Hayward Avenue. Councilman Milne filed a petition for a pavement in Waldo Street.

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"Just why did you think it necessary to make a preliminary report at all when you didn't let it more customary when making statements regarding scientific investigations to make the complete report?"

"Yes, possibly it is," he replied, "but I made the preliminary report upon the insistence of Mr. Bareham and Mr. Cuff that I do so."

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"If you were city manager of Rochester, would you close the bathing beaches as unsafe?"

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Commissioner of Public Works Harold W. Baker and Commissioner of Public Safety George J. Nier, both expressed similar sentiment.

Captain McDonald Returns to Bureau

Commissioner Baker is supported by Commissioner of Public Safety George J. Nier and Dr. Joseph Roby, deputy city health officer. Dr. A. M. Johnson, acting health officer in the absence of Dr. George W. Goler, and Councilman Harry C. Goodwin.

Commissioner Baker, Commissioner Nier and Mr. Goodwin hold that making public the tentative report of Professor Ogden was a political move and not primarily in the interest of the safety of bathers. It is held by city officials that lake waters are safe for bathing.

Mr. Cuff denies that the report was made for political reasons, and says he prefers to accept the word of Professor Ogden over that of Commissioner Baker.

Commissioner Baker had not returned today from Detroit, where he has been studying the traffic situation of that city. In the meantime tests have been made of lake water east of Charlotte to Nine Mile Point by city officials, and the beaches inspected. These reports had not been ready for publication early this afternoon.

Professor Ogden's full report has not been received and the Supervisors' Committee is apparently resting on its ears until the report is in their hands. City officials also appear to be awaiting this report.

16 \$1,428,344 Increase In Special Franchise Valuations For 1929

No Change in Equalization Rate of 76 Per Cent. Made by Albany Officials, Despite Request of City Assessor—Tax Rolls Now Open.

Increase of \$1,428,344 in special franchise valuations for 1929 over 1928 is shown in the 1929 statement issued today by City Clerk Thomas P. O'Leary.

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There is no material advance in valuations for 1929 over 1928, according to Mr. Taylor. Advances in valuation occur only when there has been new construction, he said.

NIER VETOES RAISING OF SPEED LIMIT

Detroit Plan for Relieving
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Reduce Fatalities

Commissioner Nier selected Detroit for his study because that city had four hundred automobile fatalities last year and the police started an energetic program to reduce the number of deaths this year. Up to the present time, there has been a reduction of 18 per cent. A large number of men are assigned to the traffic work and a sustained effort is made to enforce traffic regulations, the city collecting more than \$40,000 last month from violators.

He said he is not convinced that the letting down of the speed regulations is conducive to public safety for he sees that in free speed greater fatalities, both to automobiles and pedestrians. As an evidence of this he points to the fact that a number of people have been killed in safety zones in Detroit, making it necessary for the city to construct heavy concrete guards.

A general inspection of the police department was made by Commissioner Nier. He was greatly impressed with the police headquarters which he said was the finest structure of its kind that has come to his attention. He says the top floor is given over to a cell block and in the basement there are garages for police. He says every possible courtesy was extended to him by the Detroit authorities and frequent mention was made of the efficiency of the Rochester police and its high standing in police circles.

PROMISES CLEANUP OF LAKE POLLUTION LAKE FIGHT EVAPORATED, STORY SAYS

Rochester plans "to move as rapidly as possible, consistent with good engineering and good financing, to clean up what ever pollution the city is causing," at the local bathing beaches.

So declared City Manager Story today following the publishing of an interview with Professor Harry N. Ogden, Cornell University sanitary expert, in which the professor is quoted as saying he gave his report, made public last week at the insistence of Republican County Chairman Bareham and County Attorney Cuff.

In his report, Professor Ogden gave it as his tentative conclusion that the waters along the lake were dangerous to bathers through the presence of bacillus coli.

County Attorney Cuff is still away from the city and is not expected back until tomorrow. Mr. Bareham is confined to his home by an attack of erysipelas.

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City Manager Story said: "This whole matter of the alleged pollution of the lake front is greatly to be regretted. We intend to move as rapidly as possible, consistent with good engineering and good financing, to clean up whatever pollution the city is causing."

Commissioner of Public Works Baker was back at his desk today after a trip to Albany where he discussed the sewage question with officials of the State Health Department.

He said he had nothing further to say in regard to the controversy except that the whole question of pollution of the lake should be studied as a county problem, not just as a problem of the city. Such a study, he said, would take some time.

He did not go primarily to discuss the questions raised by Professor Ogden's report, another city matter involving taxes taking him there.

Casual Reminder City Manager's Calling Attention to Section Prohibiting City Officials' Political Activity Should Cause No Resentment

Merely calling attention, as City Manager Story did, to the section of the City Charter which prohibits political activity on the part of city employees, should cause neither surprise nor resentment.

Others wrote the charter, it was adopted by the people of Rochester by a large majority; and Mr. Story simply singles out and repeats a section, the existence of which some had already forgotten.

But doubt of the wisdom of all of the prohibitions contained in this particular section may well be justified.

If convincing proof has been given that city employees serve the public interest better when not allowed to take any part in municipal politics they should be denied that privilege.

But how a contribution toward a state or national campaign, or assistance given the official's party in a fight on the issues involved, can interfere with his duties for the city is not clear.

Every citizen, even though a city employee, should have the right to do his utmost in supporting principles he believes for the best interest of his state and his country.

In this case, however, you cannot blame the city manager.

LAKE FIGHT EVAPORATED, STORY SAYS Cornell Professor Says He Would Not Close Beach to Bathers

The controversy over the purity of Lake Ontario water "seems to have evaporated," City Manager Stephen B. Story declared yesterday afternoon following publication of a statement by Dr. Harry N. Ogden of Cornell University, that if he were city manager of Rochester he would not close the bathing beaches as unsafe.

Dr. Ogden's tentative report to the Board of Supervisors' committee started the controversy between the city and county officials as to the purity of the water. He made the preliminary report upon the insistence of Harry J. Bareham, chairman of Republican County committee, and James E. Cuff, county attorney, he said.

Mr. Story, in a formal statement issued yesterday afternoon, declared that "Professor Ogden's statement that the beaches may be used for bathing coincided with the judgment of our own competent health officers and the controversy seen to have evaporated."

Mr. Story said he was sorry, as any engineer must be, to see Mr. Ogden's report made in good faith, utilized for political purposes.

He said the worst effect is upon the thousands of people at the beaches who are seeking relief from the hottest weather of the year.

"It is before these people," Mr. Story said, "that some politician seems to be shaking the scarecrow of contamination."

Mr. Story's statement follows:

"This whole matter of the alleged pollution of the lake front is greatly to be regretted. We intend to move as rapidly as possible, consistent with good engineering and good financing, to clean up whatever pollution the city is causing. None of the information in now, Professor Ogden's final report will undoubtedly corroborate what we already know about our sewage conditions. Whatever is serious about the present situation is not new and is not ascribable solely to iniquitous engineering. I am sorry, as any engineer must be, to see Mr. Ogden's report made in good faith, utilized for political purposes."

The worst effect of throwing thought May 2, cost the city \$3,645 preliminary report into the limelight is not upon the administration but upon the thousands of people at the beaches who are seeking relief from the hottest weather of the year. It is before these people that some politician seems to be shaking the scarecrow of contamination."

How can the people in the street or on the beaches know a color bacillus when they see one? The beaches may be used for bathing. The contract for installation of incinerators with the judgment of our own competent health officers, and the controversy seems to have evaporated."

CITY BUYS GAS AT 60¢ A GALLON

In spite of the reported increase in the price of gasoline to owners of automobiles, the city today purchased 50,000 gallons at a rate of 60 cents per gallon, the Standard Oil Company of New York being the lowest bidder. A similar amount, at the same price, was purchased by the city last year.

Other bidders were the Sinclair Refining Company, at \$6.09; the Standard Oil Company, at \$6.14; and the B. R. Oil Company, at \$6.19.

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CUFF RAPS CITY ON LAKE

The controversy between city and county officials over the alleged pollution of Lake Ontario waters by sewage broke out afresh today with a statement by County Attorney James E. Cuff.

He is in Watertown on a court matter and the statement was made by mail, confirmed over the telephone.

In his statement, he credits the supervisors' investigation with bringing the facts before the public, rebukes city officials for withholding the report made by Earl Devendorf of the State Health Department in May in regard to sewage disposal, and claims he would have stepped his duty as a public official if the facts in Professor Harry N. Ogden's report had been suppressed.

"TOO HIGH HAT"

He says that, in his opinion, the trouble with city officials for the present city officials is that they are "too high hat."

"If there is blame to be charged in this matter, it is not, in my opinion, fair to charge it all to Mr. Baker (commissioner of public safety)."

"They criticized the supervisors for not consulting them before publishing the report, but they now say that they knew all the facts before the report came out. Why not tell the people the facts?"

OF GREAT BENEFIT

"The controversy may have evaporated," as Mr. Story says, but the stern and arresting disclosure remains and the investigation by the supervisors' committee will, no doubt, continue until the full facts are in, no matter whom it embarrasses.

"The statements of the city authorities since the disclosure, show that the supervisors' investigation has already been of great benefit to the people in the use of the beaches. It has, at least, awakened some of the city's officials to action."

"It was not until the supervisors' investigation started in April that an investigator was sent for by the city from the State Health Department. Prior to that time, there were not only billions of gallons of untreated raw sewage allowed to go through the sewage disposal plant and hurled on to the lake in its raw, dangerous state, but up until that time it was not even screened, so that all floating particles went along by the plant with raw sewage into the lake near our beaches."

"The State Health Department report of May 16 condemned this practice, and I hope it has been stopped by the installation of new screens, or the use of those already there. It was not done, however, until the supervisors went into action. If this one thing alone has been accomplished by the supervisors' committee, then their investigation has been worth while."

PRELIMINARY REPORT

"It is true that I asked Professor Ogden for a preliminary report. He came into my office a few days before he made it, and announced that his field work was done. I asked him what his findings were to date."

"He replied that bacteria had been found present in such great numbers that he believed the water at the beaches dangerous to bathe in."

"It was the first time that I knew that it was as bad as that. I was, thus, as a public official, given notice of this astounding and vicious condition and I refused to take personally the responsibility of suppressing the facts for ever so short a period. I, therefore, asked Professor Ogden to write me in a letter what he had told me verbally so that I might present the facts to the supervisors' committee."

"His report was presented to a full meeting of the committee, and they unanimously decided to give the report to the people. The committee was right in so doing, I believe."

"As a graduate civil and sanitary engineer, once in the employ of the New York State Department of Health, I know that the real significance of the presence of the colon bacillus (B. Coli) in the water is that it is in a sense a blood brother of the typhoid bacillus, and waters which the colon bacillus can reach may also be reached by the typhoid bacillus."

"Fortunately, there has been little typhoid in Rochester, and no great numbers of typhoid bacilli have reached the lake. But the danger is there, and children in bathing often drink the water voluntarily, and many an adult gets typhoid from the water. Polluted bathing water not only can bring typhoid but also can, and has in Rochester, according to responsible physicians, brought diseases of the ears, eyes, mouth and nasal membranes."

LET THEM CLEAN UP

"Let the city authorities get busy and clean up this condition. Let there be more action and fewer Samaras' seeds. Every time criticism comes in. Save the seeds to intimidate the city employees. Every time any official in the City Hall is criticized, they shout 'politics.' By what process of sublimation become the present public servants become immune from criticism? Let there be less heat and more light in the matter."

"This is not necessarily a criticism of the present form of city government, for it may well be that, given the proper men, the city government plan may succeed as well as other plans. The plan is not as important as the men executing it."

"It is also no doubt true that this condition is not a sudden one, but has grown through the years. But when, in 1925, 1926 or 1927, did Mr. Baker ever insistently and publicly call the attention of the people to this condition? It is a major problem and warrants extreme measures."

"The city's own reports for 1924 to 1927 to the State Department of Health show that in 1927 hundreds of millions of gallons more of raw sewage were allowed to run through the sewage disposal plant than in those four years."

"My recollection is that the reports show that in 1927 over five times as much sewage was thus by-passed than in the year 1925, there being 2,371,000,000 gallons in 1927 and 412,000,000 in 1925. The condition is certainly not improving."

ASKS WHY THE DELAY?

"It was not until last Sunday, August 19, that the city authorities published for the first time that I recall, the State Health Department report of May 16. Why the delay? They had the report around May 16. Why suppress the facts therein contained until obliged to make them public by the county investigation and revelations?"

"Why shouldn't the public, or at least the council, know? The state department report, at least, should have been read to the City Council at one of its regular meetings as soon as received. Why not trust the people with these facts? I am afraid the trouble with many of the present city officials is that they are too high hat. They don't trust the people. I advise them now, as I have done once before, that if they trust the people, the people will trust them. They will be often right if they trust the people than if they distrust them."

NOT ALL ON BAKER

"If there is blame to be charged in this matter, it is not, in my opinion, fair to charge it all to Mr. Baker. He may be sharing the blame and knocks that should go, partly at least, to some one else."

"I do not know Mr. Baker very well, personally, but I am ready to believe that he has many admirable qualities. I hope that one of them is energy, and that he will lead the city to stop the pollution of the lake shores not only by city sewage, but pollution, if any, by towns or villages."

"Our beaches are a great civic possession. Let us keep them clean and superbly fit for use by the people to whom they belong. If he helps to do that, he will deserve the public gratitude, and no one will commend him sooner than the supervisors' committee and myself."

Both City Manager Story and Commissioner of Public Works Baker, today refused to enter into the controversy by answering questions raised in Cuff's statement.

FIGHT CLOSING OF STREET

With the Twenty-fourth Ward Republican Committee taking the lead, closing of Glide Street, as proposed by the New York Central Railroad, and the construction of a subway in Lyell Avenue at the tracks of the Falls Branch, will be protested at an indignation meeting to be held Friday evening at 8 o'clock at School No. 43, Lyell Avenue and Mount Read Boulevard.

The plans submitted by the railroad at a preliminary hearing before the Public Service Commission here last Friday call for the closing of Glide Street on both sides of Lyell Avenue, in addition to Sunset Street and Campbell Park. The hearing was adjourned.

Leaders of the committee claim the closing of Glide Street would be a calamity to that section of the city, resulting not only in a long and "disagreeable" detour, but in depreciation of adjoining property.

Extend the Survey Study of Ontario's Waters Should Be Followed by One of Other Waters in Monroe County

Suggestions by Public Works Commissioner Baker that a general survey of sanitary conditions in Monroe County be made to ascertain whether Lake Ontario waters are being polluted by sources other than Rochester should be adopted without hesitation by the Board of Supervisors.

Professor Harry N. Ogden, prominent Cornell University sanitary engineer, was engaged by the board to make a survey, limited to the city. He found sewage from Rochester pollutes the water of the lake.

Commissioner Baker, who intimated that survey was asked to embarrass him, now seeks a survey which will show whether the lake and its tributary streams are not polluted elsewhere in the county.

Its revelations might be disconcerting to others. Just who or how many are embarrassed by facts is not of very deep interest to the general public. Nor is it greatly concerned in motives that may be ascribed to either side in the controversy, but—

The public is very much interested in securing the removal of the cause of lake and stream pollution, wherever located.

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Reduce Fatalities

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The 1928 special franchise valuations were received here March 3 for the 1928 taxes. Because of the change in system of collection of taxes in Rochester, the 1929 special franchise valuations were asked for several months earlier than former years. Taxes for 1929 will be collected in two installments whereas formerly they were collected in May in a lump sum. Beginning in 1929 taxes will be collected in January and July.

The special franchise valuations for 1929 follow:

"I hereby certify that in accordance with Section 450 of the Tax Law, I received on the 21st day of August, 1928, the special franchise valuations as finally fixed and equalized as follows:

	Amount
New York State Railway	\$4,874,640
Rochester and Lake Ontario Water Co.	387,000
Rochester and Syracuse Railway	1,216
Rochester Electric Railway Company	98,800
Rochester Gas and Electric Corp.	12,521,000
Rochester Lockport and Buffalo Railway Corp.	8,565
Main Line	68,248
Charlotte Branch	24,254
The Lehigh Valley Railway Company	7,372
The New York Central Railroad Company	792,968
Auburn Branch	4,508
Charlotte Branch	77,752
Falls Branch	114,408
Ontario Branch	129,132
Rochester Branch	32,294
Rochester & Genesee Valley Railroad Co.	97,204
Western New York & Pennsylvania Railroad	36,100
American Telephone & Telegraph Co.	171,000
New York Telephone Company	44,156
Postal Telegraph-Cable Co.	15,580
PRR District Telephone Company	8,006
Rochester Telephone Corporation	2,391,310
The Western Telephone Company	48,944
	\$21,984,149

found that he could make no better time where a speed in excess of 35 miles per hour is permitted in Rochester, where 30 miles an hour is the limit. A police car was assigned Commissioner Nier in charge of Sergeant Lewis of the bureau, a former Rochesterian, and took the car for 15 minutes to travel 12 miles in upper Woodward Avenue, a broad concrete road, where there is six lines of traffic each way.

Commissioner Nier found that the car could flash to a speed from 35 to 50 miles for a block or two and then would be slowed down by lights and that no better time was made by the periodical high speed than by traveling in the lane closest to the curb at from 20 to 25 miles an hour and regulating the movement of the car with the flashing of the signal lights at intersection.

Headquarters Impressive

He said he is not convinced that the letting down of the speed regulations is conducive to public safety for he sees that in free speed greater fatalities, both to automobilist and pedestrian. As an evidence of this he points to the fact that a number of people have been killed in safety zones in Detroit, making it necessary for the police to construct heavy concrete guards.

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"How can the people in the street know a color price obtained by purchasing bacillus coli? The answer is one? Professor Ogden's statement that the beaches may be used for bathing coincides with the judgment of our own competent health officers and the controversy seems to have evaporated."

The councilman wanted to know all about the conference between city officials and Bishop Thomas Hickey and Eugene J. Dwyer last Friday in the city manager's office.

Goodwin's chief complaint appeared to be that all the councilmen were not invited to the conference, declaring he was opposed to any star chamber proceedings.

He was assured that all matters brought up at the conference would be discussed at public hearings, the proposed work after the ordinance were introduced.

The two representatives of the Sepulchre Cemetery and St. Bernard's Seminary, which own approximately 90 per cent of the property along the stretch to paved, expressed the hope, according to the city manager, that they would be relieved of as much of the burden as possible.

He said also that city officials made no promises or commitments in regard to the costs of the work. The cost of the improvement, according to engineers' estimates was \$41,000 for a storm water sewer of which the city at large would pay 25 per cent. The cost of asphalt paving was \$185,000; concrete pavement \$160,000 and base pavement \$172,000. The city would pay for the amount in excess of twenty-six feet, or about 28 per cent, of the cost.

Two groups of taxpayers living in Woodside Avenue came before the council to have threshed out the matter of the kind of paving for the street. Whether it will be asphalt or concrete will be considered at the next session of the council.

IMPROVEMENTS PASSED
Ordinances were passed for Presque Street asphalt paving and sewer at an estimated cost of \$40,000; Daisy Street macadam at \$86,000 and Sunset Street asphalt paving and sidewalks at \$14,000.

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The two representatives of the Sepulchre Cemetery and St. Bernard's Seminary, which own approximately 90 per cent of the property along the stretch to paved, expressed the hope, according to the city manager, that they would be relieved of as much of the burden as possible.

He said also that city officials made no promises or commitments in regard to the costs of the work. The cost of the improvement, according to engineers' estimates was \$41,000 for a storm water sewer of which the city at large would pay 25 per cent. The cost of asphalt paving was \$185,000; concrete pavement \$160,000 and base pavement \$172,000. The city would pay for the amount in excess of twenty-six feet, or about 28 per cent, of the cost.

Two groups of taxpayers living in Woodside Avenue came before the council to have threshed out the matter of the kind of paving for the street. Whether it will be asphalt or concrete will be considered at the next session of the council.

IMPROVEMENTS PASSED
Ordinances were passed for Presque Street asphalt paving and sewer at an estimated cost of \$40,000; Daisy Street macadam at \$86,000 and Sunset Street asphalt paving and sidewalks at \$14,000.

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STORY'S EDITORIAL HITS DRIVE

City Manager Story's warning to city employees against political activity, issued last Saturday, today showed its effect in the Rochester membership campaign of the Monroe County Republican organization.

In an address to workers in the drive last night, Charles Van Vleet, his chairman of the Rochester County Committee, warned them to obey the law and not solicit city employees.

"During the next two days," he said, "of this campaign, while the workers will be striving to get as many members as possible, I want to sound a word of warning, which has been a part of his instructions to all workers since the campaign was started. That word is: 'Do not solicit any city employees.'"

"Naturally, if any city employee makes a voluntary contribution to the campaign, an employer will turn it down; but I want to be able to say, with honesty, based on fact, that no city employee has been directly solicited for a membership by any workers in this campaign."

He repeated the statement of Charles Goodwin that the money was to be spent in the state campaign by stating that the funds are not to be used for the growth and development of the Monroe County party in Monroe County.

"When the campaign is ended," he added, "a check for the amount of the balance over expenses of the drive will be turned over to Harry J. Bareham, the duly elected and legal head of the party in the county."

The campaign, which runs tomorrow night, is expected to close between 5,000 and 6,000 members enrolled. A group of the campaign with that number of members and leaders will then be elected.

CITY BUYS GAS AT 60¢ A GALLON

In spite of the reported increase in the price of gasoline to owners of automobiles, the city today purchased 50,000 gallons at a rate of 59.98 per gallon, the Standard Oil Company, a New York being the lowest bidder. A similar amount, for political purposes.

"The worst effect of throwing thought May 2, cost the city \$50,045 preliminary report into the limelight is not upon the administration but upon the thousands of people at the beaches who are seeking relief from the hottest weather of the year. It is before these people that some politician seems to be shaking the scarecrow of contamination."

"How can the people in the street know a color price obtained by purchasing bacillus coli? The answer is one? Professor Ogden's statement that the beaches may be used for bathing coincides with the judgment of our own competent health officers and the controversy seems to have evaporated."

The councilman wanted to know all about the conference between city officials and Bishop Thomas Hickey and Eugene J. Dwyer last Friday in the city manager's office.

Goodwin's chief complaint appeared to be that all the councilmen were not invited to the conference, declaring he was opposed to any star chamber proceedings.

He was assured that all matters brought up at the conference would be discussed at public hearings, the proposed work after the ordinance were introduced.

The two representatives of the Sepulchre Cemetery and St. Bernard's Seminary, which own approximately 90 per cent of the property along the stretch to paved, expressed the hope, according to the city manager, that they would be relieved of as much of the burden as possible.

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CUFF RAPS CITY ON LAKE

The controversy between city and county officials over the alleged pollution of Lake Ontario waters by sewage broke out afresh today with a statement by County Attorney James E. Cuff.

He is in Watertown on a court matter and the statement was made by mail, confirmed over the telephone.

In his statement, he credits the supervisors' investigation with bringing the facts before the public; rebukes city officials for withholding the report made by Earl Devendorf of the State Health Department in May in regard to sewage disposal, and claims he would have sided with his duty as a public official if the facts in Professor Harry N. Ogden's report had been official.

"TOO HIGH HAT"
He says that, in his opinion, the trouble with many of the present city officials is that they are "too high hat." He adds:

"If there is blame to be charged in this matter, it is not, in my opinion, fair to charge it all to Mr. Baker (commissioner of public works). He may be absorbing the blame and knocks that should go, partly at least, to some one else."

The statement follows: "The city authorities seem now to have a change of mind regarding the pollution of the lake by the city sewage. Mr. Baker, according to the papers, first said that Professor Ogden's report was untrue, but we now have Mr. Story apparently conceding that the facts in the Ogden report are true, and that he knew them all the time, but deploring the fact that they were revealed to the people."

"They criticized the supervisors for not consulting them before publishing the report, but they now say that they knew all the facts before the report came out. Why not tell the people the facts?"

OF GREAT BENEFIT
The controversy may have "evaporated," as Mr. Story says, but the stern and arresting disclosure investigation started in April that an investigator was sent for by the city from the State Health Department. Prior to that time, there were not only billions of gallons of untreated raw sewage allowed to go through the sewage disposal plant and hurled into the lake in its raw, dangerous state, but up until that time it was not even screened, so that all floating particles went along by the plant with raw sewage into the lake near our beaches.

The State Health Department report of May 16 condemned this practice, and it has been stopped by the installation of new screens, or the use of those already there. It was not done, however, until the supervisors went into action. If this one thing alone has been accomplished by the supervisors' committee, then their investigation has been worth while.

PRELIMINARY REPORT
"It is true that I asked Professor Ogden for a preliminary report. He came into my office a few days before he made it, and announced that his field work was done. I asked him what his findings were to be."

"He replied that bacteria had been found present in such great numbers that he believed the water at the beaches dangerous to bathe in."

"It was the first time that I knew that it was as bad as that. I was then, as a public official, given notice of this astounding and vicious condition and I refused to take personally the responsibility of suppressing the facts for ever so short a period. I, therefore, asked Professor Ogden to write me a letter what he had told me verbally, so that I might present facts to the supervisors' committee."

"His report was presented to a full meeting of the committee, and they unanimously decided to give the report to the papers. The committee was right in so doing, I believe."

"As a graduate civil and sanitary engineer, once in the employ of the New York State Department of Health, I know that the real significance of the presence of the colon bacillus (B. Coli) in the water is that it is in a sense a blood brother of the typhoid bacillus, and waters which the colon bacillus can reach may also be reached by the typhoid bacillus."

"Fortunately, there has been little typhoid in Rochester, and no great numbers of typhoid bacilli have reached the lake. But the danger is there, and children in bathing often drink the water voluntarily, and many an adult gets an involuntary mouthful. Polluted bathing water not only can bring typhoid but also can, and has in Rochester, according to responsible physicians, brought diseases of the ears, eyes, mouth and nasal membranes."

LET THEM CLEAN UP
"Let the city authorities get busy and clean up this condition. Let there be more action and fewer Samurais every time criticism comes in. Save the scowls to intimidate the city employees. Every time any official in the City Hall is criticized, they shout 'politics.' By what process of sublimation become I imagine from criticism? Let there be less heat and more light in the matter."

"This is not necessarily a criticism of the present form of city government, for it may well be that, given the proper men, the city manager plan may succeed as well as other plans. The plan is not as important as the men executing it."

condition is not a sudden one, but has grown through the years. But when, in 1925, 1926 or 1927, did Mr. Baker ever insistently and publicly call the attention of the people to this condition? It is a major problem and warrants extreme measures.

FIGHT CLOSING OF STREET

With the Twenty-fourth Ward Republican Committee taking the lead, closing of Glide Street, as proposed by the New York Central Railroad, and the construction of a subway in Lyell Avenue at the tracks of the Falls Branch, will be protested at an indignation meeting to be held Friday evening at 8 o'clock at School No. 43, Lyell Avenue and Mount Read Boulevard.

The plans submitted by the railroad at a preliminary hearing before the Public Service Commission here last Friday call for the closing of Glide Street on both sides of Lyell Avenue, in addition to Sunset Street and Campbell Park. The hearing was adjourned.

Leaders of the committee claim the closing of Glide Street would be a calamity to that section of the city, resulting not only in a long and "disagreeable" detour, but in depreciation of adjoining property.

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"The city's own reports for 1924 to 1927 to the State Department of Health show that in 1927 hundreds of millions of gallons more of raw sewage were allowed to run through the sewage disposal plant untreated than the lake than ever before in those four years."

"My recollection is that the reports show that in 1927 over five times as much sewage was thus by-passed than in the year 1925, there being 2,371,000,000 gallons in 1927, and 412,000,000 in 1925. The condition is certainly not improving."

ASKS WHY THE DELAY?
"It was not until last Sunday, August 19, that the city authorities published for the first time that I recall, the State Health Department report of May 16. Why the delay? They had the report around May 16. Why suppress the facts therein contained until obliged to make them public by the county investigation and revelations."

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Sewage In Lake Ontario

Was the Board of Supervisors' "blast" against the pollution of the beaches of Lake Ontario by Rochester sewage issued to assist the city in correcting wrong conditions, or in an effort to embarrass the city manager government?

If the expert who found pollution in the lake waters does not believe it serious enough to warrant closing the beaches to the public, then what good was served by the precipitate publication of a "tentative report" of that expert, by the county attorney?

These questions suggest themselves to those who read the interview with Professor Harry N. Ogden, of Cornell University, who made the investigation for the Board of Supervisors. A staff correspondent of The Times-Union made a journey to the summer quietude of Ithaca to discuss with Dr. Ogden some aspects of the situation which had not been made entirely clear in his "tentative" report which was made public by Mr. Cuff, the county attorney.

The following excerpts from the interview are of interest:

Correspondent: Just why did you think it necessary to make a preliminary report at all when you did? Isn't it more customary when making statements regarding scientific investigations to make the complete report?

Dr. Ogden: Yes, possibly it is, but I made the preliminary report upon the insistence of Mr. Bareham and Mr. Cuff that I do so.

C: If you were city manager of Rochester, would you close the bathing beaches as unsafe?

Dr. O: On the whole, no. The question involved there is one of comparisons. While the beaches are unsafe for bathing according to the standards laid down by the American Public Health Association for bathing pools, at the same time I do not think the element of risk of infection or typhoid involved is sufficient to offset the value of the open exercise and recreation which is afforded the public by keeping them open.

Then Professor Ogden made it clear to his interviewer that he believed the chief difficulty lies not so much in the overworked and now inadequate sewage disposal plant on the lake shore in Irondequoit, near Durand-Eastman Park, as it does in the need for a new treatment plant on the west side of the river in the north end of the city, where some sewage is now dumped raw into the Genesee.

C: Where do you consider the blame for the present situation lies?

Dr. O: I should say that city administrations for years have been very lax in permitting the situation to become what it is today. The blame goes back a number of years. As a matter of fact the need for more Imhof tanks (at the Irondequoit plant) and a west side disposal plant must have been obvious years ago. The Durand-Eastman plant was built in 1916 and the population of the city has been growing constantly since that date, but there have been, I understand, no additions to the plant.

From this certain facts stand out clearly. For many years the control of the city and county governments was in the hands of the Republican county organization. Last January the city manager government—not under the control of that organization—went into office.

In the eighth month of the manager government's life, the county Board of Supervisors, controlled by the political organization aforesaid, makes public an alarming report by an expert hired by it, under the tutelage of the county attorney, a well-known member and advocate of the political organization aforesaid. This tentative report was submitted, so Dr. Ogden says, in advance of a complete report on his study, "upon the insistence of Mr. Bareham and Mr. Cuff."

Bareham—as every one in Rochester knows—is chairman of the Republican county organization. Mr. Cuff said a few days ago that the Ogden report was published in the interest of the public welfare. He neglected to say that Mr. Bareham's insistence had anything to do with it.

If the old city government, controlled by the political organization for which "Mr. Bareham and Mr. Cuff" are now the spokesmen, did nothing to correct the conditions of which Professor Ogden complains, is it to be expected that the city manager government, in a few months, shall make good on the deficiencies and derelictions of its predecessors for years?

City Government Quiz

The City Manager it at Your Service—Send in Any Question on the City Manager Government in Which You are Interested and Answer will Be Published Here

TIMES-UNION, AUG 24

QUESTION NUMBER 57

Is School 38 located in the town of Greece or the city?—Harry Hunt, 310 Latta Road.

The City Manager replies:

TWENTY-ONE per cent of the site on which School 38 is located is in the city of Rochester. Seventy-nine per cent is in the town of Greece.

QUESTION NUMBER 58

How many scholars go to School 38 and 42 from the town of Greece? Do they pay any tuition fee to the city of Rochester?—Harry Hunt, 310 Latta Road.

The City Manager replies:

ONE hundred and thirty-one pupils living in the town of Greece attend School 38 without the payment of tuition. Two hundred and fifty-nine pupils living in the town of Greece attend School 42 without the payment of any tuition. This is required by Section 381 of the charter, which section was added to the charter by the state legislature in 1918.

QUESTION NUMBER 59

Does the Board of Education furnish a bus to carry these pupils to and from the school free of charge?—Harry Hunt, 310 Latta Road.

The City Manager replies:

THE Board of Education does furnish transportation to some of these nonresident pupils free of charge.

QUESTION NUMBER 60

Why was part of the new walk in front of School 38 torn up and replaced by rinders?—Harry Hunt, 310 Latta Road.

The City Manager replies:

I ASSUME that the walk which is referred to in this question is board walk which bridges the gully in front of the school property. Some time ago the ends of this walk became dangerous by a warping of the cross boards which made up the walk. These boards were taken up and the spaces between the stringers were filled with cinders.

QUESTION NUMBER 61

A few weeks ago McNaughton Street between Lyell Avenue and the Durand-Eastman plant was dug up and a new sewer laid. The sewer was finished about two weeks ago and the street was left in a deplorable condition. There are deep holes in the street, ruts and rocks, which makes it dangerous for all traffic. When will this be remedied? Also, what is the delay in paving McNaughton Street, for which several petitions have been put in within the last year?

Why are all surrounding streets paved, which have not been built up as much as McNaughton Street, and which have been given preference?—Name withheld.

The City Manager replies:

THE inspection of McNaughton Street, made by the Director of Design and Construction, showed that the entire street to be in very poor, rough, bumpy condition, as it is a mud street. The end where the new sewer was laid is probably in a worse condition than the rest of the street, due to the fact that a row of trees has been left in the center of the street so that traffic is restricted and causes it to form more readily than on the remainder of the street. Our Division Engineer says he has already sent the contractor back to put this sewer trench in now in better condition than it was before the sewer was laid. However, we have asked our Public Works Department to send a road scraper to this street and attempt to improve the condition of the whole street.

In regard to the paving of McNaughton Street, an ordinance was passed by the Common Council for an asphalt pavement in this street

AUG. 24, 1928. However, this ordinance was repealed on May 10, 1927, on which date a new ordinance was passed. This old ordinance had to be rewritten under the requirements of the present City Charter before it could become effective. We will attempt to introduce a new ordinance for a concrete pavement (same as former ordinance) in the council within a week or two. We suggest, however, that you talk with your councilman, Nelson A. Milne, 95 Glen-dale Park, phone Glenwood 5086, as the ordinance would be introduced by him in the council.

As McNaughton Street sewer was the first ordinance passed by the council under the City Manager form of government, and was among the first contracts let, we feel that there has been no discrimination in the matter of paving McNaughton Street by giving preference to other streets. It is of course proper construction to install sewers before laying the pavements.

QUESTION NUMBER 62

Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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goes into a fund for the police, why should it as they are paid by the city, and if it does, doesn't it sound possible that they would be very eager to get in all the money possible?—Name withheld.

The City Manager replies:

THE money paid in to Police Headquarters for violations of traffic laws is accepted as bail only and turned in to Police Court. The money taken in Police Court for fines or forfeitures is paid into various funds. Where a state highway law is violated the fine or forfeiture is paid to the State Treasurer. When the fine or forfeiture is the result of a violation of a city ordinance relating to traffic, that money is paid into the Police Pension Fund. The police derive no more benefit than does any other citizen as the fund would, otherwise, have to be taken out of taxes.

QUESTION NUMBER 63

Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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THE inspection of McNaughton Street, made by the Director of Design and Construction, showed that the entire street to be in very poor, rough, bumpy condition, as it is a mud street. The end where the new sewer was laid is probably in a worse condition than the rest of the street, due to the fact that a row of trees has been left in the center of the street so that traffic is restricted and causes it to form more readily than on the remainder of the street. Our Division Engineer says he has already sent the contractor back to put this sewer trench in now in better condition than it was before the sewer was laid. However, we have asked our Public Works Department to send a road scraper to this street and attempt to improve the condition of the whole street.

NAME FIVE CIVIC PLAN COMMITTEE

Russell Heads Body Chosen by City Manager To Develop Scheme for General Improvement of Rochester.

Appointment of a committee of five to foster development of a city plan for Rochester was made today by City Manager Stephen B. Story.

With the naming of this committee Rochester comes nearer to the realization of a civic center than at any other time in the many years during which this idea has been advanced.

Herman Russell, president of the Rochester Chamber of Commerce, has been named chairman of this committee by Mr. Story. The other members are Carl Hallauer, of the Bausch & Lomb Optical Company; Henry T. Noyes, of Art-In-Buttons Company and a member of the Rochester Civic Improvement Association; Gloster Hevenor, of Hevenor and Weller, member of the Rochester Engineering Society and one of its past presidents; and Fred S. Miller, of Hubbard, Eldridge & Miller, a vice-president of the Chamber of Commerce.

Manager Story expressed the hope that this committee will assume the work of organizing a larger group which will foster the matter of a city plan for Rochester. The inclusion of Mr. Story is not to promote any one phase of planning such as a civic center, but a general scheme, progressive and orderly, for the entire city.

His share of the work," says Mr. Story in writing Mr. Russell informing him of the completion of the committee. "It must produce the city plan—it cannot delegate this duty to any one or to any group. The plan must be fore-sighted as well as wise and intelligent. We have a splendid collection of well-thought-out ideas relating to the city plan and it remains for us to collect and correlate and weld them into the plan.

"The work of the council on the city plan will be to promote interest in the plan, to acquaint the people with it and, when some self-interest is set to work to warp the plan, to defend it in the interests of the whole city."

Thus Mr. Story clearly defines the work of the committee. In no way does it play a part in the decision of what the plan shall be. As stated by the city manager, many elements of the city plan have been investigated and engineering data on their feasibility assembled.

Civic Center Idea Included

While the idea of the civic center is the most spectacular item in the general scheme, the matter of extension of streets, broadening of existing thoroughfares and such matters all fall within the scheme in the broadest sense.

"I have completed the membership of the committee of five which is to grow into the largest committee to foster the matter of a city plan for Rochester," Mr. Story writes Mr. Russell. "The membership of the committee is as follows: The committee is then named as above, and the letter continues:

"It is my hope that the committee will assume the entire work of bringing into being the larger group. To accomplish this I hope that the committee will determine the method of selection of members or representatives, the size of the group and the scope of its work. My only suggestion is that the larger group be called the 'Council on the City Plan.'"

"The matter of city planning is a city wide affair and is not limited to any locality, group or interest in the city. It is a Rochester problem to be considered only on the broadest and most generous basis without consideration for the interests of any individual."

"The placing of the problem of calling into being the group which I have made bold to call the 'Council on the City Plan' in the hands of a committee such as this one should relieve the proposition of all stigma of being anything in the nature of a group allied to me in a personal way. It is most generous of the members of the committee to accept this service for the advancement of the interests of the whole city."

Mr. Story then outlines the duties of the committee and closes his communication to Mr. Russell:

"I shall be happy to confer with you at any time in regard to this project. I again express my appreciation of the willingness of the other members of the committee, as well as your own, to assume this task."

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"I shall be happy to confer with you at any time in regard to this project. I again express my appreciation of the willingness of the other members of the committee, as well as your own, to assume this task."

Those named by Mr. Story to serve on the committee of five have been prominent in city affairs in various spheres for many years. The membership embraces representation of the different sections of the city. Mr. Noyes has made the matter of city planning a personal study and has done much to advance the city planning idea in Rochester.

Russell, an officer of the Rochester Gas and Electric Corporation, has devoted years to study of city planning, both in connection with his profession and voluntary public service. The full membership of this committee, which might be termed an organizing body, is such as to command the respect and support of the people of Rochester in the opinion of Mr. Story.

FREIGHT RATES IN SUBWAY UP FOR DISCUSSION

Rail Men Seek at Meeting Fixing of Schedule To Be Filed

Tariffs for the handling of freight in the subway were discussed yesterday at a joint meeting of representatives of steam railroads, the New York State Railways, the Mayor's Subway Advisory Committee, and the Rochester Chamber of Commerce in the office of Corporation Counsel Clarence M. Platt.

The railroads sought the fixing of freight rates to be filed with the Interstate Commerce Commission. Certificates of convenience and necessity recently were granted to the railroads.

According to Mr. Platt, use of the subway for freight will affect the service-at-cost contract the city has with the trolley company. For this reason, he said, the city is interested in early use of the subway for freight purposes.

The conference yesterday considered matters of a technical nature. Among those in attendance were the following:

Commissioner of Public Works Harold W. Baker, John P. Morse, chairman of the mayor's subway committee; F. W. Burton, transportation secretary of the Chamber of Commerce; Corporation Counsel Platt; E. W. Gummer, attorney for the Buffalo, Rochester & Pittsburgh Railway; E. A. Nell, freight traffic manager of the B. & P.; E. C. Wedd, district freight agent of the Erie Railroad; H. C. Snider, assistant freight traffic manager of the Erie; H. West, district freight agent of the New York Central; D. E. Gelatt, assistant freight traffic manager, N. Y. C.; R. K. Horton, freight agent, N. Y. C.; E. H. Buguest, general solicitor, Lehigh Valley Railroad; John P. Howell, general agent of the Lehigh; O. F. Johnson, freight traffic manager, Lehigh Valley; W. F. Collins, transportation engineer representing the commissioner of railroads, Charles R. Barnes; C. J. Sullivan, auditor, representing the Commissioner; Paul Folger, attorney for the New York Central and New York State Railways.

The matter of city planning is a city wide affair and is not limited to any locality, group or interest in the city. It is a Rochester problem to be considered only on the broadest and most generous basis without consideration for the interests of any individual.

"The placing of the problem of calling into being the group which I have made bold to call the 'Council on the City Plan' in the hands of a committee such as this one should relieve the proposition of all stigma of being anything in the nature of a group allied to me in a personal way. It is most generous of the members of the committee to accept this service for the advancement of the interests of the whole city."

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TIMES-UNION AUG 2 5 1928

City Plan Committee

City Manager Story's naming of a city plan committee is a wise and constructive act, promising much for the future of Rochester.

Yesterday the City Manager announced the appointment of a committee of five citizens to foster development of a city plan for Rochester. The committee comprises Herman Russell, Carl Hallauer, Henry T. Noyes, Gloster Hevenor and Fred S. Miller. These men represent a great variety of civic, industrial, professional and social interests. They may be expected to work intelligently and aggressively for the objects to which their attention is to be given at the request of the City Manager.

The city government itself, as Mr. Story wrote to Mr. Russell, must produce the city plan. "It cannot delegate this duty to any one or to any group," said Mr. Story. "The plan must be fore-sighted as well as wise and intelligent. We have a splendid collection of well-thought-out ideas relating to the city plan, and it remains for us to correlate and weld them into the plan."

But any city government undertaking such a task must have behind it an intelligent, well-informed and determined body of public opinion. It has been one of the great problems of city planning everywhere to organize and make effective such a body of public opinion. To do that in Rochester is the principal objective of the committee which has just been appointed.

The committee has been asked by the City Manager to assume the work of organizing a larger group, which Mr. Story suggests be called the Council on the City Plan, the smaller committee itself to determine the method of selection of members or representatives of the council, the size of the larger group and the scope of its work.

A large city plan is not a narrow or local thing. It is not even merely a project for the grouping of public buildings such as that proposed in the civic center discussed in this city for some years. A civic center is a part of a city plan, but only a part.

A program of plant and structures; public buildings; parks and playgrounds; all matters of physical growth and development; the widening, control, extension of streets; the relation of present to probable future development; the control—as far as possible—of population and industrial movement; all these things and others go to make up a city plan.

The movement for organizing public opinion around such a plan, which has now been started by the City Manager, is one of the most hopeful things done in Rochester in a long time. It promises consideration of the good of the city as a whole, without sectionalism or any encouragement of special or group interests.

The Times-Union congratulates City Manager Story on this wise step, and extends to the new committee the promise of every possible assistance.

LAND PARCELS FOR \$14,035

The city's Bureau of Purchase and Supply, through the Division of Real Estate, has sold 24 pieces of property acquired by the city through excess condemnation proceedings in relation to Rocket Street opening.

The land brought the city \$14,035 and the purchases are now subject to approval by the City Council. The land was sold at auction by Purchasing Agent Wendell E. Andrews in City Hall. Allen W. Warren, deputy purchasing agent in charge of real estate, arranged the sale.

About 12 pieces of land in Rocket Street remain to be sold by the city. Several are irregular in shape and a recommendation is expected to offer these strips for sale to present property owners at nominal sum.

TIMES-UNION AUG 2 5 1928

400 PROTEST GILDE STREET CLOSING PLAN

24th Ward Residents Name Committee To Appeal to Service Commission

Spirited objection was voiced last night by some 400 members of the 24th Ward against the proposed closing of Gilde Street in accordance with plans recently submitted to the Public Service Commission by the New York Central Railroad Company. The indictment of the railroad plan took place at the public protest meeting conducted at School 43 last night.

After City Manager Story and Councilman Nelson A. Milne of the Northwest District had expressed the desire of the city to co-operate to the fullest extent in safeguarding the legitimate rights of taxpayers and after citizens had been given an opportunity to speak from the floor, a committee with Cornelius O. Dubel as chairman was appointed to lay the case before the Public Service Commission at the City Hall next Monday morning.

New Street Proposed

The railroad proposes the elimination of the Lyell Avenue crossing of the railroad by construction of a subway, which under present plans would mean the closing of Gilde Street on both sides of Lyell Avenue, and the making of a dead-end street of Campbell Park. In accordance with

Sewage In Lake Ontario

Was the Board of Supervisors' "blast" against the pollution of the beaches of Lake Ontario by Rochester sewage issued to assist the city in correcting wrong conditions, or in an effort to embarrass the city manager government?

If the expert who found pollution in the lake waters does not believe it serious enough to warrant closing the beaches to the public, then what good was served by the precipitate publication of a "tentative report" of that expert, by the county attorney?

These questions suggest themselves to those who read the interview with Professor Harry N. Ogden, of Cornell University, who made the investigation for the Board of Supervisors. A staff correspondent of The Times-Union made a journey to the summer quietude of Ithaca to discuss with Dr. Ogden some aspects of the situation which had not been made entirely clear in his "tentative" report which was made public by Mr. Cuff, the county attorney.

The following excerpts from the interview are of interest:

Correspondent: Just why did you think it necessary to make a preliminary report at all when you did? Isn't it more customary when making statements regarding scientific investigations to make the complete report?

Dr. Ogden: Yes, possibly it is, but I made the preliminary report upon the insistence of Mr. Bareham and Mr. Cuff that I do so.

C: If you were city manager of Rochester, would you close the bathing beaches as unsafe?

Dr. O: On the whole, no. The question involved there is one of comparisons. While the beaches are unsafe for bathing according to the standards laid down by the American Public Health Association for bathing pools, at the same time I do not think the element of risk of infection or typhoid involved is sufficient to offset the value of the open exercise and recreation which is afforded the public by keeping them open.

Then Professor Ogden made it clear to his interviewer that he believed the chief difficulty lies not so much in the overworked and now inadequate sewage disposal plant on the lake shore in Irondequoit, near Durand-Eastman Park, as it does in the need for a new treatment plant on the west side of the river in the north end of the city, where some sewage is now dumped raw into the Genesee.

C: Where do you consider the blame for the present situation lies?

Dr. O: I should say that city administrations for years have been very lax in permitting the situation to become what it is today. The blame goes back a number of years. As a matter of fact the need for more Imhof tanks (at the Irondequoit plant) and a west side disposal plant must have been obvious years ago. The Durand-Eastman plant was built in 1916 and the population of the city has been growing constantly since that date, but there have been, I understand, no additions to the plant.

From this certain facts stand out clearly. For many years the control of the city and county governments was in the hands of the Republican county organization. Last January the city manager government—not under the control of that organization—went into office.

In the eighth month of the manager government's life, the county Board of Supervisors, controlled by the political organization aforesaid, makes public an alarming report by an expert hired by it, under the tutelage of the county attorney, a well-known member and advocate of the political organization aforesaid. This tentative report was submitted, so Dr. Ogden says, in advance of a complete report on his study, "upon the insistence of Mr. Bareham and Mr. Cuff."

Bareham—as every one in Rochester knows—is chairman of the Republican county organization. Mr. Cuff said a few days ago that the Ogden report was published in the interest of the public welfare. He neglected to say that Mr. Bareham's insistence had anything to do with it.

If the old city government, controlled by the political organization for which "Mr. Bareham and Mr. Cuff" are now the spokesmen, did nothing to correct the conditions of which Professor Ogden complains, is it to be expected that the city manager government, in a few months, shall make good on the deficiencies and derelictions of its predecessors for years?

The City Manager it at Your Service—Send in Any Question on the City Manager Government in Which You are Interested and Answer will Be Published Here

NEW & CITRON, AUG 2 4

QUESTION NUMBER 57

Is School 38 located in the town of Greece or the city of Rochester?

The City Manager replies:

Twenty-one per cent of the site on which School 38 is located is in the city of Rochester. Seventy-nine per cent is in the town of Greece.

QUESTION NUMBER 58

How many scholars go to School 38 and 42 from the town of Greece?

The City Manager replies:

City of Rochester

Town of Greece

City of Rochester

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goes into a fund for the police, who should it as they are paid by the city, and if it does, doesn't it sound possible that they would be very eager to get in all the money possible?—Name withheld.

The City Manager replies:

THE money paid in to Police Headquarters for violations of traffic laws is accepted as bail only and turned in to Police Court. The money taken in Police Court for fines or forfeitures is paid into various funds. Where a state highway law is violated the fine or forfeiture is paid to the State Treasurer. When the fine or forfeiture is the result of a violation of a city ordinance relating to traffic, that money is paid into the Police Pension Fund. The police derive no more benefit than does any other citizen as the fund would, otherwise, have to be taken out of taxes.

McNaughton Street sewer was a first ordinance passed by the council under the City Manager.

of government, and was long the first contracts let, we as that there has been no disinclination in the matter of paving McNaughton Street by giving preference to other streets. It is

of course proper construction to install sewers before laying the pavements.

QUESTION NUMBER 62

Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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The City Manager replies:

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The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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The City Manager replies:

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The City Manager replies:

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The City Manager replies:

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THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

QUESTION NUMBER 79

Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

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The City Manager replies:

THE state law and the city ordinance permit dogs to run at large, as a result of which there is nothing that police officials can do regarding dogs, unless they violate the city ordinance which prohibits the harboring of barking or vicious dogs. To be a vicious dog it must be proved that the dog bit a person, or persons, at least twice. In other words, a dog cannot be condemned as a vicious dog because it bit one person once. In the absence of legislation on this matter it is absolutely impossible for the police to do anything to prohibit the running at large of dogs because there is no violation of the law.

QUESTION NUMBER 82

Are the citizens of Rochester, who are annoyed by dogs that are allowed to run at large, getting a square deal from the city officials whose duty it is to see that their property as well as themselves get the protection they are entitled to?—Name withheld.

NAME FIVE CIVIC PLAN COMMITTEE

Russell Heads Body Chosen by City Manager To Develop Scheme for General Improvement of Rochester.

Appointment of a committee of five to foster development of a city plan for Rochester was made today by City Manager Stephen B. Story.

Says Dr. Goler Devoted to Well Being of Residents

Nine years of service in our local Health Department, together with a background of twenty-five years devoted to public health work in the capacity of trained nurse, technician and sanitary inspector in City, State and Federal service, prompts me at this time of public anxiety regarding the sanitary condition of our local bathing waters, to again request of you the privilege of your column.

Dr. Goler and the writer have well defined personal opinions of each other that are mutually respected by each and are nobody's business. But I certainly would be a traitor to the ideals of public health service, which in themselves are the secret of its fascination, if I withheld from him my endorsement of his unquestionable devotion and untiring zeal for the well-being of every person, child, youth and adult in this community.

I speak as one who has had the edifying experience of association with the late Leonard Wood of the Army, Yates, Outman and Rothganger of the Navy, and our late (and better known locally) Dr. E. H. Howard, when I say that in my judgment he had no peer in his chosen work or its allied or specialized branches. He, in common with others who have devoted their lives to the care and protection of humanity, has felt the sting of human ingratitude as expressed by political interference and obstruction which would move a less courageous mortal to cry out with the Agnostic, "There is no God."

Unprincipled politics has, and will, project itself into both religion and the sciences to the extent of contaminating the very media in a test tube. In view of this fact I would urge that in fairness to the Health Department, the public at large without prejudice. At least until Mr. E. H. Gaubert, late chief sanitary inspector in the Health Department, and recently appointed County Supervisor of Sanitation, has issued a public statement on the matter.

In justice to the department; in justice to Dr. Goler, whose confidence he has enjoyed for many years, as chief inspector, and, lastly, in justice to Mr. Citizen of Rochester and Monroe County, by reason of his present position as County Supervisor of Sanitation, it is incumbent on him to make this statement.

D. V. RYAN,
Former Inspector of Contagion,
Health Department,
Rochester, N. Y., August 23, 1928.

'Observers' Think Manager Plan Has Proved Successful

The City Manager plan of government having concluded the first half-year of its existence, a analysis from an observer's point of view may be opportune at this time. We call to mind the introduction of the C. M. P. O. G. that made Rochester people first to sit up and take notice. At least 50 per cent of the old timers voiced their loud opinion that this form of city government would never be a leading issue. Later on when it became a leading contender they were just as sure it would be beaten in the final showdown. Some of these same old timers can not even now see that the new scheme of things is better. While on the other hand many who voted for the plan just to have a change and clean house, are beginning to realize that they supported something that is decidedly worthwhile and are getting repaid beyond their expectations.

City Manager Story and Councilmen are putting it across. Everything in their line of duty has been handled intelligently; Every Councilman is capable and qualified to act on any problem brought before them. The entangling alliances that predominated in the past are absent.

Every citizen of Rochester should visit the council chamber at least once during the regular meetings. They will hear City Manager Stephen B. Story present in a concise and readily understood manner, the different measures for the council to act upon; listen to Councilmen Foulkes, Duran, Flynn, Goodwin, Guzzetta, Milne, Peake, Adler, and the noteworthy control of the meeting by Mayor Wilson. One visit to these meetings will impress all who attend that the management of Rochester is in capable hands. Contrast the present form of government and methods with the old boss-ridden and political combinations.

The difference may be compared to the rattlesnake flivver that put Detroit on the map and the new creations that are making that city even more famous.

The majority of the present Councilmen are managers and heads of prominent business enterprises where any constituent with a petition or in need of their assistance will be courteously received in an atmosphere of cordial welcome. Any matter within the Councilman's scope will receive prompt attention.

In the old days a constituent was extremely fortunate indeed, if he was not obliged to meet his representative in the back room of the said representative's saloon. The old conditions of wire-pulling, groveling, promising of ballot for favors that rightfully belonged to the people, ward heelerism, political bosses, hangers-on and whatnot, are gone and we hope forever.

Some time ago City Manager Story let it be known through the daily press that he would install an information bureau to answer all questions of interest regarding municipal affairs. This feature is being taken advantage of today by many Rochesterians. The answers to these varied queries are proving of enlightening interest to others—in fact to all these citizens who pursue the daily newspapers and who have the interest of their city at heart.

A feature of this kind is distinctive of the new government. It shows a desire to let daylight and not a screen of red tape and mysticism stand between the people and the city government.

Our desire is to be fair. So we must hand it to the old powers for inaugurating the municipal street repair plant. This department has a value beyond the ordinary. The unpleasant bumps are getting prompt attention isolated places as well as the congested streets.

The adherents of the new government have faith and can assure others that it will not fail.

Observers,
WILLIAM B. ROBINSON
VITO VINCILO
Rochester, August 23, 1928.

Scores Goodwin's Attitude on Lake Avenue Improvement

I am a taxpayer and a property owner in Rochester; I am also a voter. Believing that the taxpayer, individually should have something to say affecting the improvements made to streets and other public property, I am prompted to write this letter. Observing several items published in the Democrat and Chronicle regarding the action pertinent to the Lake Avenue improvement, I will say now, that the questions and answers uttered by Councilman Goodwin are extremely flippant. People who possess property in Lake Avenue, or any other avenue, street, boulevard, or alley, I would say, are the people who are paying out the money—not Councilman Goodwin or any other councilman—why not give the said taxpayers (all taxpayers, not a few) the consideration due them.

City Manager Story exercised his knowledge both as a gentleman and as an executive when he answered the questions given him by Mr. Goodwin. The proper thing, in the eyes of justice, was to interview Bishop Hickey and Mr. Dwyer regarding the case of the improvement. It's unfortunate that Mr. Goodwin is not called into the City Hall at the time Mr. Jones or Mr. Smith pay their visits to the city manager to seek information. Judging from the attitude shown by Councilman Goodwin, one cannot seek information from the City Hall, unless he, or perhaps one who has a similar version, is present at a formal session. The people will soon be led to believe that they will just simply leave their money, ask no questions and be at the mercy of ruthless bullfrogs.

WILLIAM T. COTTERILL,
Rochester, August 21, 1928.

PAINTERS FIGHT WITH CITY AIRED

Controversy over Wage Paid for Municipal Work Taken Up at State Conference

MANY LABOR MEN HERE Federation's Advance Guard Arrives for Work Prior to Convention

With the executive council of the New York State Federation of Labor scheduled to meet in the Hotel Seneca this afternoon, and with several state labor groups conducting preliminary meetings, many of the 600 delegates who will attend the 65th annual convention of the State Federation of Labor beginning Tuesday are expected to be in Rochester today.

The State Brotherhood of Painters and Decorators yesterday conducted a pre-convention conference in Painter's Hall, 86 State Street, and the New York State Association of Plumbers and Steamfitters continued its convention yesterday during a trip to Cobourg. The State Association of Steam and Operating Engineers will meet tomorrow in the Hotel Seneca, and the State Association of Barbers also will have a pre-convention session.

President Green Coming Among the matters considered yesterday at the painters' and decorators' meeting was the controversy between the Painters' and Decorators' Council of Rochester and the city government relative to the employment of city workers at a wage below the prevailing union rate.

President William Green of the American Federation of Labor will open ceremonies of the State Federation's convention Tuesday morning, when he will lead a parade from the Seneca Hotel, the convention headquarters, to Convention Hall, where City Councilman William F. Duran and District Attorney William F. Love will deliver addresses of welcome. The convention will be called to order by Emanuel Kovaleski, chairman of the Rochester committee on arrangements, and vice-president of the federation, and then will be turned over to John Sullivan of New York, president.

Prominent speakers who are expected to address the convention, many of whom are outside the ranks of organized labor, include Mr. Green, United States Senator Robert F. Wagner, Attorney-General Albert Ottinger, Industrial Commissioner James A. Hamilton, Assistant Secretary of War F. Truett Davidson, Public Service Commissioner George R. Lunn, Deputy State Commissioner of Education Lewis A. Wilson and Francis C. Perkins, chairman of the state industrial board.

Will Oppose Injunctions The convention will go on record as opposed to the methods employed in the issuance of injunctions, and will take action on the employment situation. It also is expected to endorse Governor Alfred E. Smith, who already has received the endorsement of the executive council.

Many of the subjects to be discussed will be of interest to outsiders as well as members of organized labor, and the sessions will be open to the public.

FIGHT CLOSING OF GLIDE ST.

Twenty-fourth Ward residents, up in arms over the proposal to close Glide Street where it crosses the New York Central Railroad, will present a protest, signed by six hundred persons, at an adjourned hearing of the Public Service Commission tomorrow in the Court House.

The proposal to close the street was made in a study of plans for the elimination of the Lyell Avenue grade crossing presented by the railroad at recent hearing of the commission. It included construction of a new street running parallel to Lyell Avenue, connecting Glide Street with Campbell and Wetmore Parks, to divert traffic. The plan is opposed by the city and the state highway department. The estimated cost of the subway elimination for Lyell Avenue, exclusive of land damages, is \$386,000.

The proposal was aired at a meeting in No. 42 School Friday night, and a committee, of which Cornelius O. Bubel is chairman, appointed to present the protest. Residents claim property values in the section would be depreciated 25 per cent by the proposed closing of the street at the point.

City Sells Surplus Rocket Street Realty

Twenty-four pieces of property in Rocket Street, acquired by the city in excess condemnation proceedings, yesterday were sold at public auction in the City Hall for \$14,035. Purchasing Agent Wendell E. Andrews conducted the sale. The land was acquired as part of the area needed for the Rocket Street opening, and afterward was found not essential. The sale must be approved by the City Council to become valid.

Twelve other parcels in Rocket Street, all of irregular shape, remain in possession of the city and will be offered to adjoining property owners at nominal prices, it was said.

Council Confirms 1929 City Tax Roll On September First

New Board Created by City Manager Charter Will Sit From September 1 to 12 to Hear Appeals from Decisions Made by Assessors.

By PAUL BENTON

Comparatively few allegations on assessments for the 1929 assessment rolls have been received so far, City Assessor George S. Taylor stated today.

All allegations must present their objections to assessments by Saturday Mr. Taylor explained, Sept. 1 marking the end of the allegation period.

The assessment rolls will be confirmed by the council Sept. 15 and the tax levy confirmed on Nov. 15 when the taxes will become property liens.

Comptroller Clarence E. Higgins explained the fact that there have been few allegations by the few changes which have been made in assessments for 1929. "Most any one," he explained, "who had any kicking to do did it last year."

A new piece of governmental machinery, created by the city manager charter, will begin to function immediately upon the ending of the allegation period when the Board of Review will sit from Sept. 1 to Sept. 12 to hear appeals from the decisions of the assessors.

LAKE AV. PAVING HEARING UP

Introduction of two ordinances, one for asphalt and another concrete, for the paving of Lake Avenue between Winchester Avenue and the Buffalo, Rochester & Pittsburgh Railway tracks, at a special meeting of the City Council today was expected to bring more discussion on the improvement, soon by the city.

The estimated cost of the work, according to the ordinances, is \$1,000 for asphalt and \$150,000 for concrete. The introduction of the ordinances has been delayed previously by objections of property owners along the stretch to be improved.

Holy Sepulchre Cemetery and Bernard's Seminary own about 50 per cent of the abutting property. The city at large, according to present plans, will pay for part of the work.

The presentation of the ordinances will make necessary another meeting of the council September 10, as public hearings will be held within fourteen days after introduction.

Fifteen other local improvement ordinances are scheduled to be introduced tonight.



ALVIN H. DEWEY

A. H. DEWEY, PROMINENT HERE, DIES

Widely Known for Interest in Archaeology and Civic Affairs

ACTIVE BUSINESS MAN Served for Two Years Office of President of Common Council

Alvin H. Dewey, president of the Lewis H. Morgan Chapter, New York State Archaeological Association, and also president of the Rochester's business and civic life, died yesterday at his home, 70 South Goodman Street, in his 70th year.

Mr. Dewey has long been considered one of the foremost authorities on Indian history, relics, and wrote a number of articles on his archaeological studies. He was president of the New York State Archaeological Association, and of the Morgan Chapter for 12 years, and was largely instrumental in organizing the Morgan Chapter.

Although much of his time was given to his interest in archaeological studies, Mr. Dewey took a keen and active part in the business and civic life of the city. He was a member of the City Common Council, and was for two years president of the Lake Ontario Water Company.

Born in Watertown, the son of a County Judge and Mrs. Hiram Dewey, Mr. Dewey came to Rochester in 1885, and opened a drug store in Monroe Avenue. From 1900 to 1908, he was district manager of the Bell Telephone Company, which position he left to take up his duties with the Rochester Lake Ontario Water Company.

Because of his endeavors in the interests of Indian history, Dewey was made a Fellow in the Academy of Science. In addition, he was a member of the Rochester Chamber of Commerce, the Rochester Club, the Rochester Ad Club, the City Club, and the Automobile Club of Rochester.

He leaves his wife, Mrs. Grace Dewey, two sons, Ellis T. Dewey of Chicago, and Hugh S. Dewey of Rochester, and one sister, Mrs. Ralph H. Gorline, of Rochester.

GLIDE ST. FOLK PROTEST UPON CLOSING PLAN

Petition Signed by 450 Residents Objecting to Proposal of Crossing Elimination.

Twenty-fourth Ward residents living in the vicinity of Glide Street and Lyell Avenue today appeared before the Public Service Commission at a hearing at the Court House and formally objected to the suggested closing of Glide Street in the elimination of the New York Central Railroad crossing of Lyell Avenue.

The closing of Glide Street on both sides of Lyell Avenue would be necessitated by plans submitted to the commission at a recent hearing by the New York State Railroad Company in the elimination of the Lyell Avenue crossing of the Falls Branch of the railroad.

Cornelius Bubel, representing the protesting residents, placed in the hands of Mr. J. J. Gayer, assistant engineer of the commission, a petition signed by 450 residents of the vicinity who objected to the closing of Glide Street. They claimed it would cause much inconvenience as well as depreciate property in the neighborhood by 25 per cent.

Detour Proposed Made The closing of Glide Street was also opposed by C. A. Poole, city engineer, and C. B. Forsyth, deputy corporation counsel, who represented the city at the hearing. They contended that Glide Street was a much-used thoroughfare and that its closing would seriously handicap traffic in the vicinity as well as cause congestion on other nearby streets. Mr. Poole said he also opposed the closing of Wetmore Park, called for by the railroad company's plan, and believed that another outlet should be substituted if such action was taken.

Herman F. Brumm, grade crossing engineer of the State Department of Public Works, and R. W. Anderson, representing the local body, prominent for many years in Rochester's business and civic life, died yesterday at his home, 70 South Goodman Street, in his 70th year.

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He leaves his wife, Mrs. Grace Dewey, two sons, Ellis T. Dewey of Chicago, and Hugh S. Dewey of Rochester, and one sister, Mrs. Ralph H. Gorline, of Rochester.

At the conclusion of the hearing Mr. Gayer adjourned the discussion until Sept. 24 at 2 p. m. He ordered the railroad company to prepare figures on the cost of raising the tracks at Lyell Avenue and the number of feet the tracks could be raised. It appeared that to satisfy everyone concerned the two crossings must be subways under the tracks and that Glide Street and Lyell Avenue must be made to intersect at a safe grade.

The attitude of the taxpayers seemed to be that they would take the question to the courts before they would submit to the closing of Glide Street.

Progressing Toward a City Plan

Discussion of a city plan and a civic center has been in progress for a number of years. The first agitation for a civic center started nearly a generation ago. It looks at last as though all this discussion and agitation would bear fruit.

The committee of five named by City Manager Story to organize the "Council of the City Plan," consists of Herman Russell, president of the Chamber of Commerce, chairman; Carl Hallauer, Henry T. Noyes, Gloucester Hevernor, and Fred S. Miller.

These men are all associated in private life with important interests, are familiar with the problems which the city is facing as its population increases, and realize the importance of wisely directing that growth so as to make the city attractive to the eye, a comfortable place in which to live, and convenient to get around in.

In spite of the agitation which has been carried on by special groups, Rochester has fallen behind many other wide-awake cities in this matter of formulating a comprehensive city plan as the starting point for civic improvements. The progress made by some other cities under the inspiration of city planning is really amazing.

Rochester has all the natural advantages of the average city, and some that are peculiar to itself. What it needs is to make the best use of these, plan so that they will be properly co-ordinated, and thus form a harmonious whole, both in respect to utility and beauty.

Two things stand out as calling for immediate attention. One is the civic center, centering the group of buildings that will provide modern and appropriate housing for the City Hall, Public Library, and other official and civic activities. The other is constructing adequate, spacious, well-paved highway entrances into the city, connecting with the main state highways. The city that neglects this matter in this new age of motor transportation is neglecting a vital factor in business growth and prosperity.

Rev. Joseph H. Gaffney, pastor of the Church of the Holy Family in Ames Street, was called as a witness by Daniel Fitzgerald, attorney for taxpayers. Father Gaffney gave the opinion that widening of the narrow streets and straightening of the turns would serve the purpose of safeguarding pedestrian and vehicular traffic as well as the crossing elimination. His remarks were applauded by the spectators until they were stopped by Mr. Gayer.

Mr. Gayer adjourned the hearing to Sept. 25, when he announced that recommendations by the City Planning Commission would be considered.

Glide Street Matter Heard

At a morning session of the Public Service Commission's hearing more than 450 residents of the Twenty-fourth Ward living in the neighborhood of Glide Street presented a petition objecting to the closing of Glide Street in the elimination of the New York Central Railroad crossing at Lyell Avenue. The closing of Glide Street would be necessary under plans submitted to the commission at a recent hearing by the New York Central Railroad Company.

C. A. Poole, city engineer, and Charles B. Forsyth, deputy corporation counsel, opposed the plan for the city, both contending that Glide Street was a much-used thoroughfare, and its closing would seriously handicap traffic in the neighborhood as well as cause congestion in nearby streets.

At the conclusion of the hearing Mr. Gayer ordered the railroad to prepare costs for raising the tracks to the level which would be necessary in order to subway the Lyell Avenue and Glide Street crossings under the tracks and also subway the intersection of Glide Street and Lyell Avenue. This plan appeared to be the only one that would please the opposing factions.

The unyielding attitude of the taxpayers seemed to indicate that they would carry the matter to the courts before submitting to the closing of Glide Street.

The hearing was adjourned to Sept. 24 at 2 o'clock in the afternoon.

MANY OPPOSE PLANS TO CUT OFF STREETS

P. S. C. Hearings on Ames and Glide Adjourned for Further Study

The Public Service Commission hearing on the proposed elimination of the Ames Street crossing of the Buffalo, Rochester and Pittsburgh and New York Central Railroad was adjourned yesterday afternoon with the recommendation by E. J. Gayer, assistant engineer for the commission, that the matter be referred to the City Planning Commission for further study and additional proposals.

The hearing, which was conducted in the Court House, was concerned principally with discussion of the street which would be most advisable to carry the load of the traffic if the other streets were closed to all except pedestrian travel.

A traffic count recently undertaken by the city engineer's office revealed that Hague Street carried the most traffic and Colvin Street the least. The other streets under consideration were Ames, Child and York. All grades on these streets are constant. Mr. Gayer stated, and the cost of constructing a vehicular underpass would vary but little. Any of the streets used in this manner would have to plan for new sewers.

Rev. Joseph H. Gaffney, pastor of the Church of the Holy Family in Ames Street, was called as a witness by Daniel Fitzgerald, attorney for taxpayers. Father Gaffney gave the opinion that widening of the narrow streets and straightening of the turns would serve the purpose of safeguarding pedestrian and vehicular traffic as well as the crossing elimination. His remarks were applauded by the spectators until they were stopped by Mr. Gayer.

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Asks Costs on Subways

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CITY PROPOSES TO HALVE BOULEVARD PAVING COSTS WITH TWO CEMETERIES

Council Considers, Passes Improvement Ordinances

Asphalt Paving for Plymouth Avenue South, Leaving Car Line As at Present, Proposed; Concrete for Mount Hope Avenue

Local improvement ordinances of importance to a large number of property owners were introduced at the City Council meeting last night. Councilman Chester A. Peake introduced an ordinance for the asphalt paving of Plymouth Avenue South from Clarissa Street to the railroad crossing near the car loop. This improvement has been under consideration for some years and it provides for a new pavement, leaving the car tracks where they are, with a width approximately the same as at present. Councilman Peake also introduced ordinances for the asphalt re-surfacing of Mt. Hope Avenue from Stewart Street to Robinson Drive, and for an asphalt pavement on Court Street from Exchange to South Avenue.

The council passed an ordinance, by Councilman Peake, for a concrete pavement, sewers and walks, in Mt. Hope Avenue, from the State 34th Avenue to Westfall Road, at an estimated cost of \$175,000. Among the ordinances passed last night was one for an asphalt pavement, sewer and walks, in Littlemore Road from Crittenden Boulevard to Elmwood Avenue at an estimated cost of \$64,000. Other ordinances passed were as follows:

Authorize Note Renewals
Granby Street, sewers, walks and paving, \$4,500; Eagle Street, asphalt re-surfacing, \$7,500; Florack Street opening, \$9,370; Baldwin Street, asphalt re-surfacing, \$7,500; Bondolf Street, asphalt pavement, \$5,000; Wyant Crescent, asphalt pavement, sewers and walks, \$10,000; Rockview Terrace, concrete pavement, walks, and sewers.

sewers; Norton Street combined outlet sewer; Rauber Street concrete pavement, walks and sewer; Portage Street asphalt pavement; Maple Street sewer, walk and grading.

Clover Street Walks
Councilman Milne introduced local improvement ordinances for Clover Street walks; Robin Street walks and grading; Velox Street concrete pavement and McNaughton Street concrete pavement. Councilman Goodwin introduced an ordinance for Brunswick Street asphalt re-surfacing, also a remonstrance against the asphalt re-surfacing of Anderson Avenue. Councilman Duran submitted a petition for an asphalt pavement in Evans Street and remonstrance against the assessment for Bauman Street extension. Councilman Milne filed a petition for a concrete pavement in Minder Street, and a macadam pavement and walk in Fence Street, and a remonstrance against an asphalt pavement in Woodside Street. Councilman Peake filed a petition for a concrete pavement in May Street, and cinder pavement in Elmerston and Shelburne Roads. Councilman Duran's ordinance authorizing the purchase of land in North Water Street opposite Mortimer Street needed for the widening of Water Street was referred to the Finance Committee. Councilman Flynn's ordinance authorizing the appropriation of \$1,000 from the contingent fund to World War Relief Committee was adopted, and his ordinance authorizing the borrowing of \$100,000 to pay for lands acquired under condemnation proceedings for the subway railroad was referred to the Finance Committee.

Upon the favorable report of Finance Committee read for Mayor Isaac Adler by Councilman P. Flynn, the council authorized Comptroller Clarence E. Flynn to renew \$400,000 in local improvement notes; \$125,000 in bond construction notes; \$25,000 in transit subway notes; \$25,000 in work improvement notes, and \$30,000 in overdue tax notes. The council also approved a resolution of Councilman Goodwin, declaring the intention of the city to acquire parcels of land in Beach Avenue for addition to Ontario Beach and authorizing City Purchasing Agent Wendell T. Andrews to take for their acquisition. By the report of the Public Works and Engineering Committee, given permission to construct a tunnel under a portion of Main Street and Andrews Avenue, Broad and Main Street East. Mr. Story introduced an ordinance for Culver Road drainage and storm water.

There was a large number of ordinances for the acquisition and sale of land required for municipal purposes adopted by rising vote. The council adopted a memorial by Councilman Goodwin on the death of Alvin H. Devey, who served the 12th Ward as alderman and also served as president of the Common Council. Among the spectators at last evening's proceedings was George Hall Story of Freeport, Long Island, father of City Manager Story. Mr. Story is visiting his two sons, who are residents here. Vice-Mayor Adler announced that the next session of the Common Council would be held on Tuesday evening, Sept. 4, as Monday is Labor Day.

Ordinances in Council Recognize Special Conditions

USUAL LEVY ON SEMINARY LAND

Hearings to Be Had to Pick Concrete or Asphalt Work

By HIRAM MARKS

Ordinances for the improvement of Lake Avenue from the south line of St. Bernard's Seminary property north to the Buffalo, Rochester & Pittsburgh right of way, providing for a distribution of cost which City Manager Stephen B. Story characterized as "workable and equitable," were introduced at the City Council meeting last night by Councilman Nelson A. Milne.

They were referred by Vice-Mayor Isaac Adler, presiding officer, to the local improvement committee, and a public hearing on them will be conducted later. In response to an inquiry by Councilman Harry C. Goodwin, a detailed analysis of the cost of the improvement was made by Mr. Story.

Recognize Special Consideration
Two distinct ordinances were introduced, which were drafted after a conference between city officials and Bishop Thomas F. Hickey and Eugene J. Dwyer, representing St. Bernard's Seminary and Holy Sepulcher Cemetery. At that conference the representatives of those two organizations expressed disinclination to stand in the way of progress in the development of the city by the construction of the new boulevard, but pointed out that the new pavement was no material advantage to them, and expressed the hope that as much as possible of the burden of cost would be eliminated from their assessment.

Mr. Story said that rather than have the entire proposition "fall by the wayside," new ordinances were drafted that provided for a distribution of cost that took cognizance of the special considerations in that particular stretch of Lake Avenue, by reason of a large frontage owned by Holy Sepulcher and Riverside Cemeteries. He pointed out that one of the ordinances introduced provides for a concrete pavement at an engineer's estimate of cost of \$100,000 and the other provides for an asphalt pavement at an estimated cost of \$185,000.

Both ordinances provide for a storm-water sewer at an additional cost of \$41,000. These estimates, Mr. Story pointed out, are probably 25 per cent. higher than the actual cost of construction, because of the procedure necessary in the award of municipal contracts which prohibits a contractor's bid from being higher on any one item than the engineer's estimate, necessitating a conservative course by the engineering department in the preparation of costs.

The new method of distribution of cost, as explained by Mr. Story, which was incorporated in the ordinances, following the conference with Bishop Hickey and Mr. Dwyer, who represent abutting property owners with 90 per cent. of the frontage, provides that the city and the cemeteries, both Holy Sepulcher and Riverside, share equally in the cost of the pavement along the cemetery frontage. Mr. Story pointed out that the Council has tacitly agreed that in all pavements in through thoroughfares, the city at large should pay for the cost exceeding 26 feet in width, which is the average street. Mr. Story said there was no question that Lake Avenue Boulevard is a thorough thoroughfare, and he felt that the equal sharing of the cost was fair in view of the fact that the cemeteries, as pointed out by Bishop Hickey, could not be subdivided and so brought a special element into the situation. He said that it has been a fixed policy for the city not to exempt educational institutions from pavement assessments and that the city assesses itself on its public school property, and that parochial schools, as well as the University of Rochester, had paid their share of all the pavement costs in which they are interested.

He said that he saw no reason to disturb this policy with reference to St. Bernard's Seminary, and the ordinance therefore provides that the city pay ten thirty-sixths of the cost of the pavement, as the proposed pavement is to be 36 feet wide, and abutting property owners pay only for their share, or for 26 feet.

In the matter of the assessment for the stormwater sewer which carries also unusual aspects, Mr. Story pointed out, because it drains the street entirely and does not benefit the abutting property owners, the city has assumed 25 per cent. of the cost of \$41,000. He said that this recommends itself as fair, because the abutting property owners pay 75 per cent. without receiving any material advantage. As the sewer is of some benefit to the New York State Electric Corporation and the Rochester Gas & Electric Corporation, these utilities, by agreement with the city, have each consented to assume \$2,000 of the cost of the sewer.

Approximate Costs
The approximate cost of the improvement, including the pavement and the sewer, based on the engineer's estimate for asphalt, will be \$71,599 for the city, \$21,490 for Riverside Cemetery, \$36,000 for St. Bernard's Seminary, and \$100,000 for Holy Sepulcher Cemetery. These figures are approximately 25 per cent. higher than the actual cost of construction, Mr. Story believes. They represent, he said, a cost of nearly 60 per cent. to the abutting property owners and 31 per cent. to the city at large, and comprise the most liberal proposal under consideration at any time to relieve the organizations in Lake Avenue Boulevard from the heavy pavement tax and give the city a much needed improvement. The ordinances, it is declared, reflect the sentiment expressed at the conference between the representatives of the organizations and the city.

Councilman Goodwin said that he was "entirely satisfied" as to the distribution of the cost, and expressed the hope that the same careful consideration would be given to all abutting property owners. Mr. Story said that this was a matter for the Council to decide when the ordinances for the other sections were introduced, at some future date, the important thing being to get this section started.

I. C. C. MEMBER SEES SUBWAY

An inspection tour of the subway railroad, arranged for Joseph P. Eastman of Washington, member of the Interstate Commerce Commission, was to be made this afternoon by city officials and representatives of street railway and railroads which serve Rochester's cross-city traffic artery.

Commissioner Eastman, who has been on a vacation, stopped off here today and the trip was arranged on short notice. He was a luncheon guest of his namesake, George Eastman, this noon.

The Interstate Commerce Commission recently granted a certificate of necessity for the operation of the subway in conjunction with the steam railroads, and the commissioner is familiar with some aspects of the road.

Besides the city officials and street and steam railroad representatives, John P. Morse, chairman of the mayor's committee on the subway, and Fayette B. Dow of Washington, counsel for the city before the Interstate Commerce Commission in hearings, made the trip.

The party met in the office of City Manager Story at 2 o'clock and boarded a special car at the City Hall station.

Would Fight Proposal To Block Glide Street

Editor, Times-Union:
Rochester ought to back the efforts of the 2nd Ward in the ward's present fight to save Glide Street from the New York Central Railroad. The railroad proposes to close Glide Street permanently at its Falls Branch crossing in connection with the construction of the subway at its Lyell Avenue crossing adjacent to the Glide Street crossing.

Glide Street was paved through-out about three years ago at a cost to the adjoining property owners of some \$200,000. The street forms a convenient and expeditious route between the northern and southern sections on the west side of the city.

That the closing of Glide Street as suggested is a most autocratic proposal is evident to anyone who is at all familiar with west side traffic conditions.

No half-hearted fight against this proposition by the city administration on account of state politics should be tolerated by the electorate.

CONTRACT LET FOR SUBWAY

Three contracts for work in connection with the subway railroad were awarded today by the Board of Contract and Supply.

The Dolomite Products Company was awarded the contract for 4,500 to 5,500 tons of stone to be used for ballast with low bid of \$5,085. The Valley Sand and Gravel Company made a similar bid, but added 10 cents extra for deliveries in Brighton.

Subway Contract No. 9 was awarded to Ernest T. Kuhs with a low bid of \$10,392. A. Frederichs & Sons was next low with a bid of \$14,542. The work includes an addition to the City Hall Station, a shelter at Driving Park Avenue, an oil house at Howell Street, wall coping in South Avenue, benches for City Hall and Court Street stations and other items.

Jacob Posner was awarded Subway Contract No. 10 with a low bid of \$1,395 for painting subway stations.

Chapin, Owen Company was awarded the contract for 4,000 gallons of radiator alcohol with a bid of \$1,975, and the Keenan Structural Slate Company the contract for forty grave vaults in Mt. Hope Cemetery.

Your Nose Knows

During the past week Rochester has been treated to a new wordy brawl emanating from the city hall on the unsavory subject of sewage. It seems that somebody has had the temerity to declare that the lake front water is polluted, and somebody else has declared that it is not, and has added that the whole matter is a political concoction calculated to embarrass a city department. By the way, it is always characteristic of a certain type of public official, when pinched, to bawl loudly that he is the subject of political persecution, and, in Rochester, it is fashionable to brand every protesting voice as the vicious and wicked echo of political conspiracy. This need cause no public concern; it merely connotes incapacity and nervousness, both of which faults may be corrected.

Returning to sewage, irrespective of laboratories, department heads and test tubes, it may be repeated quietly that the lake front is polluted and what's more, the river emptying into the lake is polluted. The situation has obtained for some time and ought to be corrected. The city does not expect any department head to charter a launch and follow the life cycle of our civic official; that is not necessary. But the city demands that the department heads stop bellowing and start believing.

In lower Maplewood Park a perfect cascade of raw and untreated sewage is discharged directly into the Genesee. This scenic attraction is known to river habitués by the name of "Stench Falls." How much of the city, and how much of the big Kodak plant this particular sewer drains can only be learned from sewer maps. But Stench Falls have been falling into the river in utter violation of the conservation law, and every law of decency and sanitation. The discharge flows to the lake and pollutes the lake.

Whatever our bathers have done in respect to the shore waters, every fisherman knows what the fish have done. They have decamped for cleaner parts. The bass and the white fish couldn't stand our water, but we are told that it's good enough for our babies.

In respect to incompletely treated sewage getting into the lake, there is of course much opportunity for official palaver, but cottagers to the east of the river mouth have seen the lapping waves bring foul-smelling masses of something resembling sludge to their bathing sands. These property owners have a real case, and when official Rochester sticks out its tongue and says, "Taint so, you're dirty politicians!" nothing really constructive is accomplished. This sewage matter is a game that no amount of organized yelling is going to settle.

The findings of any laboratory test are apt to vary as every honest laboratory man knows. It is quite possible that a certain time one might take a pail of water from certain lake points that would fail to show anything deleterious to health; but we all know that at certain other times it is possible to take a sample pail from our lake front that would show the most revolting analysis. The people of Rochester don't want a big display of laboratory knowledge, they want clean water in our river and lake.

Needed Paving To Be Done Ordinances for Plymouth and Mt. Hope Avenues Steps Toward Giving City Required Approaches.

Introduction in the City Council of ordinances for paving such important thoroughfares as Plymouth and Mount Hope Avenues is taking important and very necessary steps to give to this city the kind of arterial highways its traffic needs; its progress and prosperity require.

After protracted controversy and consideration, Plymouth Avenue South is to be paved from Clarissa Street to the railroad crossing and the car loop—a very real improvement.

Mount Hope Avenue, important for traffic south of the city, will be given a long needed improvement in paving from the Barge Canal to Westfall Road.

Voicing the wishes of many citizens, the Journal-Post Express several months ago editorially appealed to City Manager Story to institute an extensive paving program, too long delayed.

Responding, he went over the list of streets and gave definite promises of what he would do concerning their improvement.

City Manager Story is distinctly making good his promises.

More Pools!

One of the several respects in which the ancients were far ahead of us moderns was in publicly provided facilities for bathing. That the city of Rochester might take thought of the benefits which might accrue to the city through a real public pool system is here suggested. Rochester has about one-quarter the summer bathing facilities it ought to have. Our beaches are almost impossible for the person who has even an average sense of cleanliness, and are pitifully inadequate for a population of a third of a million souls.

Some day public or private enterprise will bring goodly sized and well constructed pools to the neighborhood. And then summer and our ear-piercing boulevards will be robbed of their terrors. It makes your heart happy to see the hundreds of youngsters squealing with joy as they splash about the little open air pool in Brown Square! There ought to be a dozen such pools in Rochester, and of much greater size.

Suppose the father and the mother of the family had only to walk a couple of blocks to reach a clean, tiled bathing pool? Would they use it? You may guess they would. With Honeoye Lake in our water system there ought to be no technical obstacle.

Various private pools help supply the need today, but most of them are on a season ticket basis, and this fact keeps thousands of people from using them. The Y. M. C. A. pools meet the needs of many but for various reasons they do not meet the needs of as many more.

This city needs readily available pool bathing for everybody, and lots of it.

MAYORS WITH C. C. CRUISE

Two Pennsylvania mayors and a congressman will accompany the 240 members of the Harrisburg, Pa., Chamber of Commerce, here, Tuesday evening on the chamber's sixth annual fellowship cruise.

The mayors, George A. Heverier of Harrisburg and Frank C. Mueser of Lancaster, together with Representative Dauterich of Harrisburg will arrive here with their party at the New York Central station at 6:30 o'clock, Tuesday evening.

At the station they will be met by a delegation from the Rochester Chamber of Commerce and then taken to the Chamber for dinner.

The Reception Committee will be headed by Herman Russell, president of the chamber, Mayor Wilson and City Manager Story. The Harrisburg police color guard and the Harrisburg American Legion Band will accompany the party.

MANAGER PLAN IS RAPPED.

Characterized as a one-man control, with the tendency to increase salaries of its executives while lowering wages of the minor employees, Rochester's manager government was condemned today in a resolution introduced at the sixty-fifth annual convention of the New York State Federation of Labor, at Convention Hall.

Return to the aldermanic form of government was urged. Along with fifty-eight other resolutions, including one endorsing the nomination of Governor Smith for President, it was referred to the Resolutions Committee.

Action on most of the resolutions was expected before the close of the afternoon session.

Rochester's present plan of government is controlled by interests adverse to labor, the resolution said.

ONE MAN CONTROL
The plan is in conflict with the democratic form of government and tends to give one man control, while indications point to reduction of wages of minor employees, and increases in the salaries of the city manager and his cabinet, according to the resolution.

City management leads to the establishment of a monarchical system of government, taking the legislators from close contact with their constituents, the resolution held.

The condemnation, while specifically citing Rochester, was statewide in its scope.

The resolution was introduced by John G. White and H. G. Wilson, delegates from Bricklayers' Local No. 11, Rochester.

PLEA FOR SMITH
Pledging of the "sincere and energetic support" of organized labor to Smith was urged in a resolution introduced by the federation's executive council.

The resolution described Smith as a friend of labor who for twenty-five years has sought to bring relief to working men and women by the creation and administration of laws designed to promote their welfare, safety, health and educational opportunities.

Workers of New York and states throughout the country were urged by the sponsors of the resolution "to enlist earnestly in this campaign to install in the White House this tested and proved champion of liberty, equality and justice for all the people of our nation."

TOBIN OUT FOR SMITH
Still another plea for the election of Smith was made by Donald J. Tobin, treasurer of the American Federation of Labor.

In his address Mr. Tobin announced he had presented his resignation as treasurer and member of the executive council after being identified with the labor movement for twenty-five years.

Organized labor today is confronted by the most serious situation in its history, owing to lack of interest by local, national and international leaders and the continual launching of schemes to destroy human labor by introduction of labor saving devices, he said.

All that can restore the organization to its former high standard is to imbue the leaders with the fighting spirit that prevailed but a few years ago, Mr. Tobin claimed.

MR. GOODWIN'S MERCURIAL \$10 RATTLES AGAIN

Hoover Popularity Used To Aid Fund Which Won't Aid Hoover, Says Councilman

That the popularity of Herbert Hoover was traded on to obtain funds in the membership drive of the Monroe County Republican Organization, but that none of the money will be used to help elect Hoover, was charged by Councilman Harry C. Goodwin in a statement issued yesterday after his \$10 conditional subscription had been returned to him by Charles van Voorhis, chairman of the membership committee.

"It is astounding to me that a man of Mr. van Voorhis' standing in the community, as well as those associated with him on the committee, should lend their names to the collection of a fund and then admit that it (the committee) has nothing to do with the disbursing of the moneys collected," Mr. Goodwin said.

"A so-called sustaining fund was raised last year. To date I have not seen any accounting of the money."

"Last Fall during the primaries when candidates pledged to the city manager movement, were pitted against candidates named and supported by the Republican organization, none of whom would make any pledge to support the city manager plan, Leo MacSweeney stated that the 'sustaining' funds were being used by the Republican organization."

"I do not recall any denial being made. Therefore, I have a right to assume that the money was used against candidates favorable to the city manager plan."

"This year I was asked to give ten dollars. I gave it with this condition:

"Pledge made with the understanding that Mr. van Voorhis will state publicly that funds raised will not be used in municipal campaign of 1929."

"As evidence that the 'sustaining' fund campaign was for use in the municipal campaign of 1929, I have but to point to the fact that neither Mr. van Voorhis nor Mr. Bareham has said the funds so raised would not be used in that campaign."

"Another significant point is that the people were told that none of the money was to be used to help elect Hoover. At the same time, in an advertisement signed by a committee, people were urged to give so as to 'bring Monroe County into line with the biggest Republican majority in history for Hoover.'"

"In other words, the popularity of Mr. Hoover was used to get funds, but not a penny of the funds was to go to help Mr. Hoover."

"After what I have said, it is up to me to be frank. Therefore, I say, I shall keep my returned pledge with the notation on the back of the check I gave and Mr. van Voorhis's letter for use in the municipal campaign in 1929."

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THURSDAY, AUG 30

BIG FUTURE FORECAST IN SUBWAY USE

Interstate Commerce Commissioner Lauds Vision of City

JOSEPH B. EASTMAN INSPECTS RAILWAY

Urges Citizens To Aid in Developing Great Possibilities

By HIRAM MARKS

Great possibilities for the development of Rochester industrially and along other civil lines are vested in the city's \$12,000,000 subway, declared Joseph B. Eastman, interstate commerce commissioner, after an inspection of the city's largest municipal project yesterday afternoon.

Commissioner Eastman several weeks ago issued an order, effective Saturday morning, permitting the trunk lines entering Rochester to operate the nine miles of subway railroad under a truckage arrangement between the carriers, the New York State Railways and the city; and he stopped off yesterday on his return from a Canadian fishing trip, to see firsthand the development which he had heard so much about in the argument before the commission at Washington, D. C., on the application of the trunk lines, the city, and the New York State Railways for certificates of necessity and convenience, permitting use of the subway railroad for freight transportation.

Make Complete Inspection

The inspection trip which started from the City Hall station at 3 o'clock, was arranged by Charles R. Barnes, commissioner of railways, and John P. Morris, chairman of the Mayor's Committee on Subway Operation. The party met in the office of City Manager Stephen B. Story and made a complete inspection of the subway railroad in a special car. A number of operating officials of the railroads entering Rochester, also E. McCormick, general superintendent of the New York Central Railroad for the division including Rochester, attended. Mr. McCormick's offices are in Buffalo, and he happened to be in Rochester yesterday.

Commissioner Eastman had lunch with George Eastman, and was shown around the city. He expressed the opinion that Rochester's development was a very ambitious undertaking, and that the city was looking a long way in advance. He said the city was commended for its courage and plans for its future development, and asserted that there were great possibilities in the subway, and recommended that everybody get behind the project and make it a success.

Last Tariffs Filed

In conjunction with the inspection trip, it was announced yesterday that the New York Central, Buffalo, Rochester & Pittsburgh Railway Company, and the Lehigh Valley have filed for the transfer of freight on the subway railroad, effective Aug. 31 and that they have been approved by the Interstate Commerce Commission. This removed the last legal formality that is necessary for freight operation in the subway by the New York State Railways, acting as agent for the city of Rochester under an extension of the service-at-cost contract.

First Big Shipment on Way

The ultimate hope of the subway returning a profit to Rochester is from the development of industries along its route, and the beginning of freight service is regarded as an important step in the working out of the project. An electric locomotive has been constructed by the New York State Railways to transfer freight cars; and, while there has been more or less movement of freight through the subway under a tentative arrangement, the actual operation between the trunk lines is expected greatly to increase the volume of business. The first shipment of freight of consequence is expected to be made either tomorrow or Saturday, when 5,500 bags of sugar will arrive on the Barge Canal and be transferred to freight cars on the subway for shipment to farther destinations.

The formal tariffs that have been approved are complicated in their structure, but embrace virtually the regular switching charges for the Rochester district of the trunk lines entering the city.

Niel Boosts Subway

One of the most ardent boosters for the subway is Edward A. Niel, traffic manager of Buffalo, Rochester & Pittsburgh Railway, who thinks that the foresight of the city in promulgating the subway development will be justified within a few years and the wisdom of the city officials responsible for its construction will be commended widely. He sees in the development of the subway railroad, the more efficient and economical

mittie. Mr. Dow is a former Rochesterian and is now practicing in Washington, D. C. Commissioner Eastman is in charge of Division Four, the finance division of the Interstate Commerce Commission. Among those who made the inspection trip, besides Mr. Eastman, were Stephen B. Story, city manager; Clarence M. Platt, corporation counsel; Henry L. Howe, director of design and construction; Edwin A. Fisher, former consulting engineer; C. Arthur Poole, consulting engineer; John P. Morse, chairman of the Mayor's Advisory Committee on Subway Operation; Frederick W. Burton, manager Transportation Bureau, Chamber of Commerce; E. McCormick, general superintendent New York Central Railroad; George P. Dager, general superintendent, New York Central; W. W. Walrath, local agent, New York Central; E. I. Bowen, superintendent, Erie Railroad; Roy P. Hadsell, general manager, New York State Railways; M. P. Howell, general agent, Lehigh Valley Railroad; Charles R. Barnes, commissioner of railways, City of Rochester; Fayette B. Dow, special commerce counsel of City of Rochester on subway; E. A. Niel, traffic manager, B. R. & P. Railway, and Leroy E. Snyder.

300 Pass Tests for Posts in City Fire Department

More than 300 of the 600 applicants who took recent examinations for city firemen today had qualified for places on the eligible list, according to announcement by Louis E. Lazarus, chief examiner of the Municipal Civil Service Commission. Standings of the candidates have been compiled and dates are ready to be sent to them. Nearly half of the 600 were rejected as below the standard set for physical qualifications, the remainder completing the tests, which consisted also of athletic and written examinations. The general average in all three groups determines places on the eligible list.

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THURSDAY, AUGUST 30, 1928

Commerce Commissioner On Subway

Following an inspection of the Rochester subway railroad yesterday, Joseph B. Eastman, interstate commerce commissioner, said that Rochester's development of the former canal bed is a very ambitious undertaking, and that the city is looking a long way in advance. He recommended co-operation on the part of all to make the project a success. That seems to be about the situation. Substantial returns from the subway are dependent on Rochester's industrial growth. But the subway itself should stimulate that growth.

Large as the cost now seems to the taxpayers who are bearing the burden, it is small in comparison with that of constructing an equally well-located rapid transit and freight transfer route when no right of way is already at hand.

Commissioner Eastman's visit coincides with announcement that three railroads have filed tariffs for freight transfer, which will cover division of switching charges.

This clears the way for use of the subway as a terminal transfer railroad, such as is almost necessary for development of a large industrial center.

JOURNAL AUG 30

A Situation for Compromise Cemeteries Should Not Be Compelled To Pay Whole Cost of Paving Lake Avenue Frontages.

Although a public hearing will be held on the ordinance for paving the section of Lake Avenue which includes Holy Sepulchre and Riverside Cemeteries, the plan announced by City Manager Story to have the costs for them justified his assertion it is "workable and equitable."

His proposal, recognizing the unusual situation, which should receive special consideration, is for the city to pay half the paving along the frontages of the two cemeteries. Not many will disagree with the wisdom and fairness of that.

Certainly, the building of the pavement is of much greater importance to the city than to either cemetery.

But here is the unusual situation, in which extensive properties are facing a large expense, which does not increase their valuation, nor greatly benefit them materially.

Their owners, unwilling to stand in the way of the improvement, deserve consideration.

It is a very appropriate occasion for compromise.

TABULATE BIDS ON FIVE JOBS

Tabulation of bids for street improvements show the following firms low, according to Chief Clerk Widman of the Bureau of Design and Construction:

Walbar Street concrete pavement, John Petroski Company, Inc., \$14,415.34; Nellis Park "concrete pavement, Ontario Construction Company, \$4,594.73; Leo Street asphalt pavement, Rochester Willie Corporation, \$11,549.23; Starling Street concrete pavement, Ontario Construction Company, \$9,151.54; Dewey Avenue walks, Philip Petroski, \$556.

The trip was arranged for him as he stopped here on his way back to Washington from Canada, where he has been on a vacation, by Commissioner of Railways Barnes and John P. Morse, chairman of the Mayor's Committee on Subway Operation. City and railroad officials accompanied the commissioner on the trip.

At the same time, it was announced that the New York Central, Buffalo, Rochester & Pittsburgh and Lehigh Valley railroads had filed tariffs for the transfer of freight on the subway, effective August 31, and they had been approved by the commission. The freight transfer will be done by the New York State Railways through provisions of an agreement negotiated by the mayor's committee and intended to protect the rights of all the carriers.

Through the development of industries along the subway, the city hopes to realize a profit from operation of the subway and freight transfer is the first step in realizing this ambition. The first big shipment of freight over the subway is slated to be carried either tomorrow or Saturday when 5,500 bags of sugar is to arrive at the Barge Canal terminal for transfer.

The approval tariffs embrace virtually the regular switching charges for the Rochester district of the steam railroads entering the city.

JOURNAL AUG 31 1928

Benches For Subway

While the city is making expenditures for completing the subway project, it would be a good plan to invest a few dollars in benches. Waiting rooms are provided at the two principal downtown stations, and traffic is not yet sufficient at the others for the benches to be in the way.

They need not be elaborate to be much appreciated by patrons who now stand up while waiting for cars at outlying stations.

SEEKS SUBWAY TRADE AID

Development of Rochester industries through use of the city's \$12,000,000 subway for freight traffic is certain, in the opinion of Joseph B. Eastman, interstate commerce commissioner, who made a tour of inspection of the system yesterday. The trip was arranged for him as he stopped here on his way back to Washington from Canada, where he has been on a vacation, by Commissioner of Railways Barnes and John P. Morse, chairman of the Mayor's Committee on Subway Operation. City and railroad officials accompanied the commissioner on the trip.

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Freight Transportation Service On New Subway Opened

Serve Plants Along Underground Route

Tariff Schedules Published by Three Roads—Other Two Expected to Do So in Few Days—Development Inspected by Transportation Experts.

Another chapter in development of the subway was written today with the inauguration of freight transportation service by three common carriers to a score of Rochester industries.

Of the five railroads that will provide transportation facilities to manufacturing plants and shippers along the underground railroad, three have published their tariff schedules and the remaining two—the Erie and Pennsylvania railroads—are expected to do so in a short time.

Ceremony Lacking

Inauguration of freight service in the subway was unattended by ceremony. It followed a final inspection of the entire development by railroad men, shippers, transportation experts, representatives of the Interstate Commerce Commission and city officials.

Announcement of the freight service was made by Frederick W. Burton, manager of the transportation bureau of the Chamber of Commerce, in a letter which was sent out last night to members of the group of industries to whom the subway development is expected to prove of incalculable benefit in the transporting of their products and shipments to the New York Central, Lehigh Valley, Buffalo, Rochester & Pittsburgh, Erie and Pennsylvania railroads.

Mr. Burton has kept in close touch with the subway development, through personal observation and frequent contact with John P. Morse, chairman of the Citizens Advisory Committee, which planned the development. Mr. Burton is secretary of the Subway Industrial Committee, the membership of which is composed of the most important industrial and shipping concerns along the subway. The other officers are:

Chairman, A. S. Blanchard of the Blanchard Cold Storage Company; vice-chairman, Louis A. Langie of the L. A. Langie Coal Company; John N. Rauber and the officers comprise the executive committee, switching charges were cut as early as a line haul freight revenue of \$25 or more a car. The same rule applies on cars loaded on the subway and forwarded from the city via the above lines.

"We have just received the tariffs of the B. R. & P. Railway from E. A. Niel, freight traffic manager of that company, and they appear to cover completely the necessary traffic arrangements for switching of carload freight to and from subway industries and the absorption of the switching charges incident thereto.

"A wire has been received today from D. E. Gelatt, assistant freight traffic manager of the New York Central Railroad, New York City, as follows:

"Absorption and switching tariffs take effect tomorrow, copies a mail reach you tomorrow morning. Coal and coke absorption ten dollars included."

Erie Rates Awaited

"Myron P. Howell, local general agent of the Lehigh Valley Railroad has advised that his New York office wired yesterday their tariffs would take effect August 31 and that copies would be sent him to the Chamber immediately.

"Nothing definite has as yet been received from either the Pennsylvania or the Erie Railroads as to their tariffs providing for absorption of the switching charges on freight traffic to and from the subway.

"The B. R. & P. Railway has published a charge of \$4.50 to cover

the movement which it performs as intermediate carrier in handling Pennsylvania Railroad traffic to and from the subway. It is understood that the Lehigh Valley tariff contains a similar charge for the movement of Erie traffic to and from the subway.

"As soon as we receive definite advice from the Erie and Pennsylvania, we will communicate with you further.

"If there are any questions regarding the subway switching arrangements we shall be glad to answer them."

JOURNAL AUG 31

BAKER AIDE IS AIRPORT MANAGER

The position of manager of Rochester's municipal airport is filled by George West, private secretary to Commissioner of Public Works Baker, City Manager Story said today, in answer to an inquiry by a citizen. Mr. West's salary is \$3,000.

This is a measure of economy because of the small amount of air traffic at the field. Mr. West has had several years' experience in aviation, enough flying time in the air to understand the fundamentals of flying technique as co-ordinated with ground supervision.

Only a holder of a transport pilot's license can carry passengers for hire at the airport and he must comply with the provisions of an ordinance, adopted last year, requiring insurance of each plane in an amount of \$2,000 property damage and \$25,000 public liability.

Owners of planes complying with these requirements are given a permit which costs \$25 per plane per year. The city receives \$25 to \$40 a month for rent of hangar space, depending on the size of the airplane, and a tax on all gasoline and oil sales of five cents on gas and fifty cents on oil.

Another query in the weekly question and answer box to the city manager requested the salary of the city historian, a position held by Edward R. Foreman. He receives no salary. The salary of the director of local history of the Rochester Public Library is fixed at \$5,000 a year, which is included in the regular budget, a public document, for 1927-28.

the airport. (c) Married or single?—The answer is that the city has no experience has he had in aviation? (e) Can any licensed pilot, with a government licensed plane, carry passengers at so much per person the same as those planes are doing that are out at the field at present? (f) What does the city get from those pilots and plane owners that are using the field and airport at present? Name withheld.

Answer—(a) Due to the small amount of air traffic, we have no definitely filed airport manager. To economize, the commissioner of public works has assigned the responsibilities of airport management to his private secretary who receives a salary of \$3,000 a year. (b) He is 29 years old. (c) He is married. (d) He has had several years' experience in aviation, enough flying time in the air to understand the fundamentals of flying technique as co-ordinated with ground supervision. He has been in charge of Britton Field since the city took over active control of the field last year. (e) No, the city's ordinance adopted last year requires that only a holder of a transport pilot's license, the most coveted license issued by the United States Department of Commerce, can carry passengers for hire at Rochester Airport, and must further comply with the provisions of this ordinance requiring, among other things, insurance on each plane in an amount of \$2,000 property damage and \$25,000 public liability. (f) Owners of planes complying with the requirements given above are given a permit for \$25 per plane per year. The city receives, in addition, \$25 to \$40 a month per plane for rent of hangar space, depending on the size of the airplane, and a tax on all gasoline and oil sales of 5 cents a gallon on gas and 50 cents a gallon on oil.

DEM. & CIRON. AUG 31

Value of Subway

The possibilities of development of the Subway into an important factor in the expansion of industrial Rochester were strongly emphasized by Joseph B. Eastman, member of the Interstate Commerce Commission, after a careful tour of inspection with members of the city administration and railroad officials.

His views justify the hopes and vision of the Mayor's Committee on Subway Operation, headed by John P. Morse, which has done a remarkable piece of work in perfecting plans for its operation, and ironing out the problem of an involved and complicated project.

Use of the Subway for the shipment of freight as well as for passenger service has finally become a reality. Its value now depends on the extent to which it receives the support of shippers. Commissioner Eastman expressed the opinion that this use would grow rapidly and that the people of Rochester soon would realize, to an extent that they do not realize now, the important place of the Subway in the commercial and industrial life of the city.

New industries locate where they find the best facilities for operation. In the Subway Rochester holds out a substantial inducement. This fact will be emphasized by civic bodies which are promoting the city's industrial growth and is bound to have its influence. The Subway proved a costly enterprise, far more costly than was at first anticipated. But once in full operation, the indications are now that it will pay substantial dividends and fears that it would prove a "white elephant" will be forgotten.

DEM. & CIRON. AUG 31

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NUMBER 65

Question—When was the City Historian appointed and what are his duties? What is his salary per year and is it paid by the taxpayer? What history has Rochester that makes it necessary to employ a city historian other than the preparation of the so-called war record? I see by the public press that two volumes have been published and that the other is in process of publication. How many years has it been going on and what is the total cost to the city?

Answer—1. The completion of compilation and publication of the World War Service Record of Rochester and Monroe County; and the custody and care of the records and files of the local organization of the Grand Army of the Republic. 2. The custody of historical manuscripts, archives and the special library of four thousand volumes on local and general history, now in the Museum Building. 3. Advisory relation with the Rochester Municipal Museum in regard to the Division of History in said Museum; and assistance in such affairs of the Rochester Historical Society as may be helpful for public service. 4. Advisory relations to the public schools in the matter of teaching local history to the school children. 5. General contacts with Rochester civic organizations of all kinds in extending knowledge of local history for community good, through cooperation on local committees, and the preparation of papers and addresses. 6. General contacts with public officials, in press, and with citizens generally answering questions which continually arise as to Rochester and its history. 7. The annual supervision and editing of a volume of approximately four hundred pages on local history, which is to be placed in all branch libraries of the Rochester Public Library, and in the larger libraries of city, state and nation, thus being made available to the public, on condition that the city shall not be liable for any costs or expense for printing or publication, but that the same shall be paid by the Rochester Historical Society or otherwise.

No salary has at any time been attached to the office of Rochester city historian. The salary of the director of the Division of Local History of the Rochester Public Library is fixed at \$5,000 annually, by resolutions of said board (passed Aug. 4, 1926, and Oct. 21, 1927). Up to 1927, all sums appropriated by the Board of Estimate to the trustees of the Public Library for use of the said Division of Local History were "from sources other than taxation" and, therefore, were not a charge upon the taxpayers. The requirements of the said Division of Local History for 1927-28 were included in the regular budget, which is a public document setting forth details.

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DEM. & CIRON. AUG 31

Original 34 let clipping of Council proceedings for Aug. 30 are in volume inside back cover

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DEM. & CHERON, AUG 30

BIG FUTURE FORECAST IN SUBWAY USE

Interstate Commerce Commissioner Lauds Vision of City

JOSEPH B. EASTMAN INSPECTS RAILWAY

Urges Citizens To Aid in Developing Great Possibilities

By HIRAM MARKS

Great possibilities for the development of Rochester industrially and along other civic lines are vested in the city's \$12,000,000 subway, declared Joseph B. Eastman, Interstate Commerce Commissioner, after an inspection of the city's largest municipal project yesterday afternoon.

Commissioner Eastman several weeks ago issued an order, effective Saturday morning, permitting the trunk lines entering Rochester to operate the nine miles of subway railroad under a trackage arrangement between the carriers, the New York State Railways and the city; and he stopped off yesterday on his return from a Canadian fishing trip, to see firsthand the development which he had heard so much about in the argument before the commission at Washington, D. C., on the application of the trunk lines, the city, and the New York State Railways for certificates of necessity and convenience, permitting use of the subway railroad for freight transportation.

Make Complete Inspection

The inspection trip which started from the City Hall station at 3 o'clock, was arranged by Charles R. Barnes, commissioner of railroads, and John P. Morse, chairman of the Mayor's Committee on Subway Operation. The party met in the office of City Manager Stephen B. Story and made a complete inspection of the subway railroad in a special car. A number of operating officials of the railroads entering Rochester, also F. E. McCormick, general superintendent of the New York Central Railroad for the division including Rochester, attended. Mr. McCormick's offices are in Buffalo, and he happened to be in Rochester yesterday.

Commissioner Eastman had lunch with George Eastman, and was shown around the city. He expressed the opinion that Rochester's development was a very

bright one, and that the city was looking a long way in advance. He said the city was commended for its courage in planning for its future development, and asserted that there were great possibilities in the subway, and recommended that everybody get behind the project and make it a success.

Last Tariffs Filed

In conjunction with the inspection trip, it was announced yesterday that the New York Central, Buffalo, Rochester & Pittsburgh Railway Company, and the Lehigh Valley have filed tariffs for the transfer of freight on the subway railroad, effective Aug. 31 and that they have been approved by the Interstate Commerce Commission. This removed the last legal formality that is necessary for freight operation in the subway by the New York State Railways, acting as agent for the city of Rochester under an extension of the service-at-cost contract.

The transfer of freight will be done by the New York State Railways in accordance with the provision of an agreement which was negotiated after long study by the Mayor's Subway Committee, and which is intended to protect impartially the rights of all railroads using the municipal trackage. Mr. Morse directed himself untiringly to all phases of the subway development, and, with the actual freight operation scheduled for this week, he has completed what City Manager Story says is "one of the most inspiring demonstrations of unselfish devotion to public interest that has ever come to my attention."

First Big Shipment on Way

The ultimate hope of the subway returning a profit to Rochester is from the development of industries along its route, and the beginning of freight service is regarded as an important step in the working out of the project. An electric locomotive has been constructed by the New York State Railways to transfer freight cars, and, while there has been more or less movement of freight through the subway under a tentative arrangement, the actual operation between the various trunk lines is expected greatly to increase the volume of business. The first shipment of freight of consequence is expected to be made either tomorrow or Saturday, when 5,500 bags of sugar will arrive on the Barge Canal and be transferred to freight cars on the subway for shipment to farther destinations.

The formal tariffs that have been approved are complicated in their structure, but embrace virtually the regular switching charges for the Rochester district of the trunk lines entering the city.

Niel Boosts Subway

One of the most ardent boosters for the subway is Edward A. Niel, traffic manager of Buffalo, Rochester & Pittsburgh Railway, who thinks that the freight of the city in promoting the subway development will be justified within a few years and the wisdom of the city officials responsible for its construction will be commended widely. He sees in the development of the subway railroad, the more efficient and economical

mittee. Mr. Dow is a former Rochesterian and is now practicing in Washington, D. C. Commissioner Eastman is in charge of Division Four, the finance division of the Interstate Commerce Commission. Among those who made the inspection trip, besides Mr. Eastman, were Stephen B. Story, city manager; Clarence M. Platt, corporation counsel; Henry L. Howe, director of design and construction; Edwin A. Fisher, former consulting engineer; C. Arthur Poole, consulting engineer; John P. Morse, chairman of the Mayor's Advisory Committee on Subway Operation; Frederick W. Burton, manager Transportation Bureau, Chamber of Commerce; F. E. McCormick, general superintendent New York Central Railroad; George P. Dager, general superintendent New York Central; W. W. Walrath, local agent, New York Central; E. I. Bowen, superintendent, Erie Railroad; Roy P. Hadsell, general manager, New York State Railways; M. P. Howell, general agent, Lehigh Valley Railroad; Charles R. Barnes, commissioner of railroads, City of Rochester; Fayette B. Dow, special commerce counsel of City of Rochester on subway; E. A. Niel, traffic manager, B. R. & P. Railway, and Leroy E. Snyder.

300 Pass Tests for Posts in City Fire Department

More than 300 of the 600 applicants who took recent examinations for city firemen today had qual led for places on the eligible list, according to announcement by Louis E. Lazarus, chief examiner of the Municipal Civil Service Commission. Standings of the candidates have been compiled and are ready to be sent to them. Nearly half of the 600 were rejected as below the standard set for physical qualifications, the remainder completing the tests, which consisted also of athletic and written examinations. The general average in all three groups determines places on the eligible list.

THURSDAY, AUGUST 30, 1928

Commerce Commissioner On Subway

Following an inspection of the Rochester subway railroad yesterday, Joseph B. Eastman, interstate commerce commissioner, said that Rochester's development of the former canal bed is a very ambitious undertaking, and that the city is looking a long way in advance. He recommended co-operation on the part of all to make the project a success.

That seems to be about the situation. Substantial returns from the subway are dependent on Rochester's industrial growth. But the subway itself should stimulate that growth.

Large as the cost now seems to the taxpayers who are bearing the burden, it is small in comparison with that of constructing an equally well-located rapid transit and freight transfer route when no right of way is already at hand.

Commissioner Eastman's visit coincides with announcement that three railroads have filed tariffs for freight transfer, which will cover division of switching charges.

This clears the way for use of the subway as a terminal transfer railroad, such as is almost necessary for development of a large industrial center.

JOURNAL AUG 30

A Situation for Compromise Cemeteries Should Not Be Compelled To Pay Whole Cost of Paving Lake Avenue Frontages.

Although a public hearing will be held on the ordinance for paving the section of Lake Avenue which includes Holy Sepulchre and Riverside Cemeteries, the plan announced by City Manager Story to have the costs for them justified his assertion it is "workable and equitable."

His proposal, recognizing the unusual situation, which should receive special consideration, is for the city to pay half the paving along the frontages of the two cemeteries. Not many will disagree with the wisdom and fairness of that.

Certainly, the building of the pavement is of much greater importance to the city than to either cemetery.

But here is the unusual situation, in which extensive properties are facing a large expense, which does not increase their valuation, nor greatly benefit them materially.

Their owners, unwilling to stand in the way of the improvement, deserve consideration.

It is a very appropriate occasion for compromise.

TABULATE BIDS ON FIVE JOBS

Tabulation of bids for street improvements show the following firms low, according to Chief Clerk Widman of the Bureau of Design and Construction:

Walbar Street concrete pavement, John Petrossi Company, Inc., \$14,415.84; Nellis Park concrete pavement, Ontario Construction Company, \$4,894.72; Leo Street asphalt pavement, Rochester Willie Corporation, \$11,649.28; Sterling Street concrete pavement, Ontario Construction Company, \$9,151.54; Dewey Avenue walks, Philip Petrossi, \$856.

New work advertised for bids to be received next Wednesday is as follows:

Daisy Street bituminous macadam, engineer's estimate \$6,059.70; Sunset Street asphalt pavement, \$9,357.65; Rockview Terrace concrete pavement, \$8,540.20; Presque Street asphalt pavement, \$26,974.30.

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SEES SUBWAY TRADE AID

Development of Rochester industries through use of the city's \$12,000,000 subway for freight traffic is certain, in the opinion of Joseph B. Eastman, interstate commerce commissioner, who made a tour of inspection of the system yesterday.

The trip was arranged for him as he stopped here on his way back to Washington from Canada, where he has been on a vacation, by Commissioner of Railways Barnes and John P. Morse, chairman of the Mayor's Committee on Subway Operation. City and railroad officials accompanied the commissioner on the trip.

At the same time, it was announced that the New York Central, Buffalo, Rochester & Pittsburgh and Lehigh Valley railroads had filed tariffs for the transfer of freight on the subway, effective August 31, and they had been approved by the commission. The freight transfer will be done by the New York State Railways through provisions of an agreement negotiated by the mayor's committee and intended to protect the rights of all the carriers.

Through development of industries along the subway, the city hopes to realize a profit from operation of the subway and freight transfer is the first step in realizing this ambition. The first big shipment of freight over the subway is slated to be carried either tomorrow or Saturday when 5,500 bags of sugar is to arrive at the Barge Canal terminal for transfer.

The approval tariffs embrace virtually the regular switching charges for the Rochester district of the steam railroads entering the city.

THURSDAY, AUGUST 30, 1928

Benches For Subway

While the city is making expenditures for completing the subway project, it would be a good plan to invest a few dollars in benches. Waiting rooms are provided at the two principal downtown stations, and traffic is not yet sufficient at the others for the benches to be in the way.

They need not be elaborate to be much appreciated by patrons who now stand up while waiting for cars at outlying stations.

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Freight Transportation Service Roads Will Serve Plants Along Underground Route

Tariff Schedules Published by Three Roads—Other Two Expected to Do So in Few Days—Development Inspected by Transportation Experts.

Another chapter in development of the subway was written today with the inauguration of freight transportation service by three common carriers to a score of Rochester industries.

Of the five railroads that will provide transportation facilities to manufacturing plants and shippers along the underground railroad, three have published their tariff schedules and the remaining two—the Erie and Pennsylvania railroads—are expected to do so in a short time.

Ceremony Lacking

Inauguration of freight service in the subway was unattended by ceremony. It followed a final inspection of the entire development by railroad men, shippers, transportation experts, representatives of the Interstate Commerce Commission and city officials.

Announcement of the freight service was made by Frederick W. Burton, manager of the transportation bureau of the Chamber of Commerce, in a letter which was sent out last night to members of the group of industries to whom the subway development is expected to prove of incalculable benefit in the transporting of their products and shipments to the New York Central, Lehigh Valley, Buffalo, Rochester & Pittsburgh, Erie and Pennsylvania railroads.

Mr. Burton has kept in close touch with the subway development, through personal observation and frequent contact with John P. Morse, chairman of the Citizens Advisory Committee, which planned the development. Mr. Burton is secretary of the Subway Industrial Committee, the membership of which is composed of the most important industrial and shipping concerns along the subway. The other officers are:

Chairman, A. S. Blanchard of the Blanchard Cold Storage Company; vice-chairman, Louis A. Langley of the L. A. Langley Coal Company; John N. Rauber and the officers comprise the executive committee, switching expense when cars carry a line haul freight revenue of \$25 or more a car. The same rule applies on cars loaded on the subway and forwarded from the city via the above lines.

"We have just received the tariffs of the B. R. & P. Railway from E. A. Niel, freight traffic manager of that company, and they appear to cover completely the necessary traffic arrangements for switching of carload freight to and from subway industries and the absorption of the switching charges incident thereto."

"A wire has been received today from D. E. Gelatt, assistant freight traffic manager of the New York Central Railroad, New York City, as follows:

"Absorption and switching tariffs take effect tomorrow, copies in mail reach you tomorrow morning. Coal and coke absorption ten dollars included."

Erie Rates Awaited

"Myron P. Howell, local general agent of the Lehigh Valley Railroad, has advised that his New York office wired yesterday their tariffs would take effect August 31 and that copies would be sent him and the Chamber immediately."

"Nothing definite has as yet been received from either the Pennsylvania or the Erie Railroads as to their tariffs providing for the absorption of the switching charges on freight traffic to and from the subway."

"The B. R. & P. Railway has published a charge of \$4.50 to cover

the movement which it performs as intermediate carrier in handling Pennsylvania Railroad traffic to and from the subway. It is understood that the Lehigh Valley tariff contains a similar charge for the movement of Erie traffic to and from the subway.

"As soon as we receive definite advice from the Erie and Pennsylvania, we will communicate with you further."

"If there are any questions regarding the subway switching arrangements we shall be glad to answer them."

JOURNAL AUG 31

BAKER AIDE IS AIRPORT MANAGER

The position of manager of Rochester's municipal airport is filled by George West, private secretary to Commissioner of Public Works Baker, City Manager Story said today, in answer to an inquiry by a citizen. Mr. West's salary is \$3,000.

This is a measure of economy because of the small amount of air traffic at the field. Mr. West has had several years' experience in aviation, enough flying time in the air to understand the fundamentals of flying technique as co-ordinated with ground supervision.

Only a holder of a transport pilot's license can carry passengers for hire at the airport and he must comply with the provisions of an ordinance, adopted last year, requiring insurance of each plane in an amount of \$2,000 property damage and \$25,000 public liability.

Owners of planes complying with these requirements are given a permit which costs \$25 per plane per year. The city receives \$25 to \$40 a month for rent of hangar space, depending on the size of the airplane, and a tax on gasoline and oil sales of five cents on gas and fifty cents on oil.

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DEM. & CHERON, AUG 30

City Government Quiz

The City Manager Is at Your Service—Send in Any Question on the City Government in Which You Are Interested and Answer Will Be Published Here

NUMBER 61

Question—(a) What is the salary of the airport manager? (b) How old is he? (c) Married or single? What experience has he had in aviation? (d) Can any licensed pilot, with a government licensed plane, carry passengers at so much per person the same as those planes are doing that are out at the field at present? (e) What does the city get from those pilots and plane owners that are using the field and airport at present? Name Withheld.

Answer—(a) Due to the small amount of air traffic, we have no definitely titled airport manager. To economize, the commissioner of public works has assigned the responsibilities of airport management to his private secretary who receives a salary of \$3,000 a year. (b) He is 29 years old. (c) He is married. (d) He has had several years' experience in aviation, enough flying time in the air to understand the fundamentals of flying technique as co-ordinated with ground supervision. He has been in charge of Britton Field since the city took over active control of the field last year. (e) No; the city's ordinance adopted last year requires that only a holder of a transport pilot's license, the most coveted license issued by the United States Department of Commerce, can carry passengers for hire at Rochester Airport, and must further comply with the provisions of this ordinance requiring, among other things, insurance on each plane in an amount of \$2,000 property damage and \$25,000 public liability. (f) Owners of planes complying with the requirements given above are given a permit for \$25 per plane per year. The city receives, in addition, \$25 to \$40 a month per plane for rent of hangar space, depending on the size of the airplane, and a tax on all gasoline and oil sales of 5 cents a gallon on gas and 50 cents a gallon on oil.

NUMBER 62

Question—When was the City Historian appointed and what are his duties? What is his salary per year and is it paid by the taxpayer? What history has Rochester that makes it necessary to employ a historian other than the preparation of the so-called war record? I see by the public press that the other side has been published and that the other side is in process of publication. How many years has this work been going on and what is the total cost to the city?

Answer—The Education law of the State of New York makes the appointment of a local historian mandatory and defines his general duties (Sections 1198, 1199). The statute reads in part as follows: "A local historian shall be appointed, as provided in this section, for each city, town or village, except that in a city of over one million inhabitants a local historian shall be appointed for each borough therein instead of for the city at large. Such local historian shall be appointed as follows: For a city by the Mayor, etc. . . . Such local authorities and also the board of supervisors of each of the counties of the state are hereby authorized and empowered to appropriate, raise by tax and expend moneys for historical purposes within their several jurisdictions, including the placing of memorial tablets, in the collection of war mementos, and, either alone or in co-operation with patriotic organizations, prepare and publish local histories and records relating to the World War, and print and issue other historical publications in aid of the work of the local historian." In obedience to the above provisions of law, 851 local historians have been appointed, representing the principal cities and towns throughout the 62 counties of the State of New York. These local historians are subject to the supervision of the State Historian, and must render a report to him annually. In the City of Rochester the first local historian was Elmer Adler, appointed by Mayor Hiram Edgerton, in 1921. After serving part of one year Mr. Adler resigned, and Edward R. Foreman was appointed (June 20, 1921) and has served under four mayors since said date.

Hereby are, under "memento" following: 1. The completion of compilation and publication of the World War Service Record of Rochester and Monroe County; and the custody and care of the records and files of the local organization of the Grand Army of the Republic. 2. The custody of historical manuscripts, archives and the special library of four thousand volumes on local and general history, now in the Museum Building. 3. Advisory relation with the Rochester Museum in regard to the Division of History in said Museum; and assistance in such affairs of the Rochester Historical Society as may be helpful for public service. 4. Advisory relations to the public schools in the matter of teaching local history to the school children. 5. General contacts with Rochester civic organizations of all kinds in extending knowledge of local history for community good. Through cooperation on local committees, and the preparation of papers and addresses. 6. General contacts with public officials, the press, and with citizens generally, in answering questions which continually arise as to Rochester and its history. 7. The annual supervision and editing of a volume of approximately four hundred pages on local history, which is to be placed in all branch libraries of the Rochester Public Library, and in the larger libraries of city, state and nation, thus being made available to the public, on condition that the city shall not be liable for any costs or expense for printing or publication, but that the same shall be paid by the Rochester Historical Society or otherwise."

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His views justify the hopes and vision of the Mayor's Committee on Subway Operation, headed by John P. Morse, which has done a remarkable piece of work in perfecting plans for its operation, and ironing out the problem of an involved and complicated project.

Use of the Subway for the shipment of freight as well as for passenger service has finally become a reality. Its value now depends on the extent to which it receives the support of shippers. Commissioner Eastman expressed the opinion that this use would grow rapidly and that the people of Rochester soon would realize, to an extent that they do not realize now, the important place of the Subway in the commercial and industrial life of the city.

New industries locate where they find the best facilities for operation. In the Subway Rochester holds out a substantial inducement. This fact will be emphasized by civic bodies which are promoting the city's industrial growth and is bound to have its influence. The Subway proved a costly enterprise, far more costly than was at first anticipated. But once in full operation, the indications are now that it will pay substantial dividends and fears that it would prove a "white elephant" will be forgotten.

DEM. & CHERON, AUG 30

25

Request 31st clipping of council proceedings for Aug. 24 are in motion made back cover

Industry Should Use Subway

Low Costs in Many Directions Will Be to Advantage of Plants Along the Line

Forecasting by Joseph B. Eastman, interstate commerce commissioner, that the subway railroad will have a big future confirms with expert opinion the judgment of the average citizen of what CAN be made to happen in industrial development along its line.

But what is particularly needed at this time is information on how the process may be speeded up so that this \$12,000,000 improvement may be made to pay as soon as possible.

It should not require extended arguments to prove the benefit to industry in locating on a railway line which, for all practical purposes, is EVERY railroad here and goes through the center of the city. It means—

Raw products delivered at the factory without cartage and at a minimum of freight cost; finished products sent out by the same economical manner on all of the railroads—and fast local transportation.

Still, industries have been slow in locating along this line, which plainly possesses so many transportation advantages that all industries need.

Development should be as rapid as its merit warrants. But it may be necessary for some startling proof of that merit to be given before the herd instinct of rushing for sites is manifested.

Whenever the time may be, the subway railroad WILL be a success.

And we may as well concede now, instead of waiting for full proof, that much of the credit for it must be attributed to the wise foresight and hard work of John P. Morse, the remarkable man who is chairman of the Mayor's Advisory Committee on subway operation.

As City Manager Story very appropriately said:

"He has given one of the most inspiring demonstrations of unselfish devotion to public interest that has ever come to my attention."

JOURNAL SEP 4
PAVE GUARANTY
COUNCIL TOPIC

Its Summer schedule of special settings over, the City Council tonight will meet prepared for most anything short of a flaccid battle. The possibility of even that was seen in an announcement by City Clerk O'Leary that the proposal for a ten-year guarantee on all street pavements would be the most important business for consideration.

STORY WILL REPORT

Mr. Story was to make a report tonight, based on a survey since he last opposed a ten-year guarantee. He said his opinion was unaltered by the survey and he would advocate a continuance of the five-year guarantee, as ample. He said the best way to protect the city streets was to get their maintenance under the department of public works and out of the hands of the contractors. He said:

"If we are absolutely sure of our inspections no maintenance bonding would be necessary. None should be. Even with a five-year bonding period, the contractor is responsible for the street for five years. We are best at paving maintenance."

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COUNCIL WILL
TAKE UP PAVING

The City Council holds its first regular meeting Tuesday night since July 2, and Councilman Milne, who introduced an amendment to an ordinance last April, requiring a ten-year guarantee on pavements, said yesterday he would seek to have it passed.

The amendment was referred to the local improvements committee, which reported favorably on the proposal July 2, but no action was taken. When Councilman Adler moved consideration of the ordinance be postponed. The committee reported that the cost of a bond guaranteeing work over the period of ten years was no greater than for a five-year period, and said in its opinion, that pavements with a ten-year guarantee were worth more to the city and abutting property owners.

Whether the councilman's efforts to have the ordinance adopted would precipitate a hearing on the subject, was undetermined yesterday. Both City Manager Story and Commissioner of Public Works Baker are reported to think that a five-year guarantee is sufficient.

During July and August, only special meetings to consider improvements have been held by the council. A special meeting is slated for September 10, when a first hearing will be held on the ordinance for paving of Lake Avenue between Winchester Street and the Buffalo, Rochester & Pittsburgh Railway tracks.

The Board of Review which is

JOURNAL SEP 5
Move for Extension of
Broad Street

Plans for extension of Broad Street easterly from South Avenue to Alexander Street, will be embodied in an ordinance this year and the way paved for actual construction next year, if a program today awaiting the action of the City Council wins approval.

Councilman Goodwin last night asked that an ordinance be prepared for all the proposed easterly extension, and if not for it all, at least for that section between Union Street and Alexander, that setback lines may be established this year to guide construction of new buildings.

City Council by deferring action on the proposal for a ten-year paving guaranty practically made a dead issue of it, with indications that the five-year guaranty as now fixed will remain through the life of the present council.

STORY OPPOSES GUARANTY

City Manager Story presented argument against the ten-year guaranty, claiming that only a limited number of contractors could obtain ten-year bonds, and only a few bonding companies would bond a pavement for such a period. Story said it would mean an increased cost of bonds. He said the trend of cities was against ten-year bonds.

Story's communication all but killed the ten-year proposal. Action was deferred one week by Councilman Milne, the original advocate of the ten-year guaranty. Meanwhile, Story said he would prepare additional argument against the proposal.

GOODWIN URGES ACTION

Goodwin said extension of Broad Street was important to the City Center scheme, and this time the Council had plans to consider. He asked that an ordinance be ready in another week.

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Councilman Milne filed petitions for concrete and Woodside Street and a remonstrance against walks and grading in Paradise Alley and

Fraternal Groups
Protest Valuation
Placed On Property

Board of Review Convened Tomorrow
Afternoon at 2 O'clock to Hear Arguments for Reduction in Findings of City Assessors.

Three of the largest fraternal organizations in the city will appear tomorrow afternoon to protest before the Board of Review on Assessments against the valuations put on their property for 1929.

The total involved is \$1,464,020. The organizations involved are the Knights of Columbus, Masonic Temple and the Turn Verein. The meeting will be at 2 p. m. Assessor George S. Taylor has placed a valuation of \$892,320 on the new K. of C. Building in Chestnut Street; one of \$500,000 against the new Masonic Temple in Main Street East and \$71,700 against the Turn Verein property in Clinton Avenue North.

The Knights of Columbus contend the assessment on the Columbus Club is too high and should be cut substantially, and the Masons feel the same way. The Turn Verein believes, Mr. Taylor said, that its property should be exempt.

Mr. Taylor stated today that the valuation placed on the new Masonic Temple was on the property as it stands semi-completed at the present time. The Turn Verein's articles of incorporation, he added, did not permit placing them on the exempt list.

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Council To Conduct
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On Naming Airport

Following the Council meeting next Monday night, a public hearing on the proposal to change the name of the Rochester Municipal Airport to Pullman Field in honor of the late Admiral Pullman, U. S. N., of Rochester, will take place in the Council chamber.

This was announced by City Clerk O'Leary last night.

The assessment for Frank Street

asphalt pavement.

Councilman Duran asked that

Roycroft Drive be renumbered and

Urbahart Street be changed to

Delamaine Drive.

JOURNAL SEP 5

THE CITY COUNCIL

Meeting In Brief

The Rochester City Council at its

meeting last night transacted the following business:

Postponed action on the 10-

year paving guaranty ordinance

until Sept. 10.

Received communication from

City Manager Stephen B. Story

announcing his intention of in-

roducing resolution calling for

action on Broad Street extension

program on Sept. 10.

Received communication from

City Planning Commission ap-

proving repaving of Plymouth

Avenue between Clarkson Street

and the Pennsylvania Railroad

crossing south of Barton Street

on a 25-foot wide basis, with

the proposed plans be

extended width to 42 feet if

street cars can be eliminated.

A detailed report of last night's

meeting of the Council appears on

Page 25.

Broad Street Extension Urged

Early preparation of an ordinance covering extension of Broad Street eastward is requested by Councilman Harry C. Goodwin.

Planning experts are agreed that the traffic situation makes such a development inevitable. The question is when the job is to be undertaken.

There is always the danger that some of the property along the proposed right of way may be improved in a manner which will tend to increase the cost of constructing the extension.

A list of these bonding companies is as follows: Metropolitan

Casualty Company, National Surety

Company, American Surety Com-

pany of New York, Aetna Casualty

and Surety Company, Continental

Casualty Company, New Amster-

dam Casualty Company, Hartford

Accident and Indemnity Company,

"New York Indemnity Company, the

"Shoers" Liability Assurance

Company.

For a general period, furthermore,

from the facts presented by the

bonding companies themselves, it

is evident that a ten-year main-

tenance bond requirement will:

"1. Restrict the number of con-

tractors who can obtain such bonds

to only the very largest concerns;

"2. Restrict the number of bond-

ing companies who will compete in

the bonding field, and

"3. Double the cost of the main-

tenance bonds.

"It should be noted that this in-

formation has been gathered di-

rectly from the bonding companies'

representatives and that it is not

based upon any conjecture drawn

from an analysis of the cost figures

presented in this article. It may be

further said that in 1927, just after

the 10-year paving guarantee had

been passed by the council, follow-

ing a 10-year period during which

the five-year guarantee had been

in effect, the bonding companies, as

a group, endeavored to present in-

formation to the administration

and to the Council concerning the

ten-year paving guarantee. At that

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pressed themselves in opposition to

the ten-year guarantee. I have

copies of their correspondence,

which am glad to place at the dis-

posal of the Council if its mem-

bers care to investigate the matter

any further."

Ten-Year Pavement
Bonds Opposed In
Report From Story

City Manager Takes Issue With Improve-
ment Committee of Council—Only Three
Large Cities Ask Long Guarantee,
Official Declares in Letter.

Only three large cities of 453 communities in the United States now have 10-year paving guarantees, City Manager Story informed the City Council in a communication on the question last night. Furthermore, he took issue with the local improvement committee of the council, which had reported on July 2 there was no difference in the cost of five and 10-year bonds. Mr. Story contends the latter are twice as expensive to the contractor.

His communication to the council follows in full:

"In response to the request for further information relative to the 10-year paving guarantee made at the last regular meeting of the Council, I am submitting the following: On April 2, an ordinance was introduced in the council meeting the effect of which would be to increase the five-year paving guarantee to 10 years. One week later I presented a short memorandum to the council.

Five Years Held Sufficient
"This memorandum pointed out: "1. That the tendency of the matter of guarantees upon city work was toward the elimination of the guarantee entirely and not toward the matter of increasing it.

"2. That the officers of the city who were experienced engineers were of the opinion that the five-year guarantee was more equitable and desirable than the 10-year guarantee, and

"3. That of 453 communities in the United States, 116 had no guarantees and but five had 10-year guarantees. Hoboken, N. J., Buffalo and Schenectady, N. Y., were the only large cities among

communities expressing its opinion that a pavement guaranteed for ten years is worth more than a pavement guaranteed for five years and recommends the adoption of an ordinance increasing the guarantee from five to ten years. Inasmuch

as the committee seems to have based its judgment upon the above quoted statement in its communication to the Council, I have had a study made of the charges made by the bonding companies, who have issued bonds to the contractors doing the work for the City of Rochester in the year 1928.

A list of these bonding companies is as follows: Metropolitan Casualty Company, National Surety Company, American Surety Company of New York, Aetna Casualty and Surety Company, Continental Casualty Company, New Amsterdam Casualty Company, Hartford Accident and Indemnity Company, "New York Indemnity Company, the "Shoers" Liability Assurance Company.

For a general period, furthermore, from the facts presented by the bonding companies themselves, it is evident that a ten-year maintenance bond requirement will:

"1. Restrict the number of contractors who can obtain such bonds to only the very largest concerns;

"2. Restrict the number of bonding companies who will compete in the bonding field, and

"3. Double the cost of the maintenance bonds.

"It should be noted that this information has been gathered directly from the bonding companies' representatives and that it is not based upon any conjecture drawn from an analysis of the cost figures presented in this article. It may be further said that in 1927, just after the 10-year paving guarantee had been passed by the council, following a 10-year period during which the five-year guarantee had been in effect, the bonding companies, as a group, endeavored to present information to the administration and to the Council concerning the ten-year paving guarantee. At that time 14 bonding companies expressed themselves in opposition to the ten-year guarantee. I have copies of their correspondence, which am glad to place at the disposal of the Council if its members care to investigate the matter any further."

Councilman Isaac Adler, referring to the communication sent to the council by City Manager Story on the 10-year guarantee question suggested that further information as to the cost figures be obtained by the council and that the 10-year paving guarantee be postponed to next Monday evening. Mr. Milne said that the matter was of such importance to taxpayers that all of the council members should be present, there being two absentees last evening. He also requested that a representative of the Engineering Department be in attendance.

Vice-Mayor Adler pointed out that the tendency of the matter of guarantees upon city work was toward the elimination of the guarantee entirely and not toward the matter of increasing it. He said that the officers of the city who were experienced engineers were of the opinion that the five-year guarantee was more equitable and desirable than the 10-year guarantee. It is interesting to note that since the presentation of this memorandum, Buffalo, through the action of its council, with a vote of ten to five, has changed its ten-year guarantee to a five-year guarantee. Mayor Schevan of Buffalo has vetoed this change but the ordinance has not yet been required to pass the ordinance over his veto, the ordinance, in all probability will be vetoed through at the meeting of Sept. 11.

Says Charges Higher.
In the report of the Local Improvement Committee, made on July 2, the following statement appears: "Your committee has been investigating the cost of a bond guaranteeing pavements for only five years and has learned that there is no difference in the cost of said bonds."

Following this statement, the committee reported that a pavement guaranteed for 10 years was worth more than a pavement guaranteed for five years and recommended the adoption of an ordinance increasing the guarantee from five to ten years.

It also received a communication from the City Planning Commission urging consideration of the widening of Plymouth Avenue south of Clarkson Street when it becomes possible to abandon the street railway tracks.

Another communication from the City Planning Commission disapproved the closing of Glide Street in connection with the elimination of a grade crossing.

The Council received from City Manager Story an analysis of the attitudes of cities on paving guarantees.

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Industry Should Use Subway

Low Costs in Many Directions Will Be to Advantage of Plants Along the Line

Forecasting by Joseph B. Eastman, interstate commerce commissioner, that the subway railroad will have a big future confirms with expert opinion the judgment of the average citizen of what CAN be made to happen in industrial development along its line.

But what is particularly needed at this time is information on how the process may be speeded up so that this \$12,000,000 improvement may be made to pay as soon as possible.

It should not require extended arguments to prove the benefit to industry in locating on a railway line which, for all practical purposes, is EVERY railroad here and goes through the center of the city. It means—

Raw products delivered at the factory without cartage and at a minimum of freight cost; finished products sent out by the same economical manner on all of the railroads—and fast local transportation.

Still, industries have been slow in locating along this line, which plainly possesses so many transportation advantages that all industries need.

Development should be as rapid as its merit warrants. But it may be necessary for some startling proof of that merit to be given before the herd instinct of rushing for sites is manifest.

Whenever the time may be, the subway railroad WILL be a success.

And we may as well concede now, instead of waiting for full proof, that much of the credit for it must be attributed to the wise foresight and hard work of John P. Morse, the remarkable man who is chairman of the Mayor's Advisory Committee on subway operation.

As City Manager Story very appropriately said: "He has given one of the most inspiring demonstrations of unselfish devotion to public interest that has ever come to my attention."

PAVE GUARANTY COUNCIL TOPIC

Its Summer schedule of special meetings over, the City Council tonight will meet prepared for most anything short of a fist battle. The possibility of a vote on the subject of a ten-year guarantee on all street pavements would be the most important business for consideration.

The councilmen wrangled long and hot over this proposal earlier in the year, especially on July 2, when it was side tracked to end a controversy between Councilmen Milne and Goodwin, the former proponent and the latter spokesman for City Manager Story, who appeared as chief opponent.

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The Board of Review which is scheduled to meet on September 11, 1928.

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Planning experts are agreed that the traffic situation makes such a development inevitable. The question is when the job is to be undertaken.

There is always the danger that some of the property along the proposed right of way may be improved in a manner which will tend to increase the cost of constructing the extension.

THE CITY COUNCIL MEETING IN BRIEF

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Ten-Year Pavement Bonds Opposed In Report From Story

City Manager Takes Issue With Improvement Committee of Council—Only Three Cities Ask Long Guarantee, in Letter.

Only now, the city manager's report to the improvement committee of the council, which was submitted last night, shows that only three cities ask a ten-year guarantee on pavements.

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GOODWIN TO HURRY BROAD STREET WORK

Tells Council Development of Section Is Held Up by Delay in Extension Plan

STORY READS REPORT

Analyze 10-Year Paving Guarantee as Harmful, Asks Elimination

A resolution requesting preparation of an ordinance for the extension of Broad Street will be introduced in the City Council meeting next Monday evening by Councilman Harry C. Goodwin.

Mr. Goodwin, in communication to Council, announced he will introduce resolution.

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that Mr. Story's communication showed an overwhelming sentiment among officials in favor of the five-year guarantee. It suggested that Mr. Story prepare more specific information regarding the reason for this. Mr. Story will prepare a supplementary statement. His communication to the council last evening follows:

In response to the request for further information relative to the ten-year paving guarantee made at the last regular meeting of the council, an ordinance was introduced on April 9 an ordinance was introduced in the council meeting the effect of which would be to increase the five-year paving guarantee to ten years. On April 10, I presented a short memorandum to the council. This memorandum pointed out:

Say Five-Year Plan Better

1. That the tendency of the matter of guaranteeing city work was toward the elimination of the guarantee entirely and not toward the extension of it.

2. That the officers of the city who were experienced engineers were of the opinion that the ten-year guarantee was more equitable and desirable than the five-year guarantee, and

3. That of 400 communities in the United States, 116 had no guarantee and but 619 a ten-year guarantee. Hoboken, N. J., Buffalo, and Schenectady were the only large cities among these five with a ten-year guarantee.

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with the elimination of grade crossings in that street, according to notice to the council read by Mr. Story. Mayor Joseph C. Wilson who presided, ordered the communication received, filed and published. A large group of property owners protested closing of the street.

Secretary Volder of the commission notified the council, through Mr. Story, that the commission has gone on record as opposed to the closing of any street, because of the elimination of a grade crossing. This resolution was unanimously adopted when a map was received from C. Arthur Poole, consulting city engineer, showing the plans for the elimination of grade crossings in Hague, Ames, Colvin, York streets and Chilli Avenue.

The council will have a hearing next Monday night on the resolution naming the municipal aviation field for the late Rear Admiral William F. Fullam, U. S. N., who resided in Rochester. Councilman Edward P. Flynn pointed out that there are a large number of persons interested in this resolution and he urged full attendance at the meeting.

Special Meeting Sept. 15

Vice-Mayor Adler submitted a resolution authorizing City Clerk Thomas P. O'Leary to advertise a special meeting of the City Council on Sept. 15 for the purpose of confirming the tax rolls, and to hear allegations of all persons having complaint.

The council received a claim for \$6.29 from the United States Government submitted through Postmaster John B. Mullin for damages to a mail box in Harvard Street opposite Beverly Street when it was crushed by a city flusher striking another automobile on June 30. The claim was referred to the Finance Committee.

A large number of resolutions and communications relative to the settlement of claims, the acquisition of property for municipal purposes, and the establishment of minor actions in the city service came before the council for consideration.

Confirm Assessment Roll

Councilman Flynn presented a resolution to create an emergency fund in the Board of Education; authorizing City Manager Story to enter into an agreement with the Pennsylvania Railroad for construction of side tracks at the asphalt plant and authorizing a contract with the railroad for use of railroad property near the plant; authorizing Mr. Story to execute an unloading pit agreement with the New York Central at Durand Eastman Park.

Mr. Adler presented for Councilman Louis S. Foulke a resolution confirming the assessment roll for University Avenue pavement and this was adopted by unanimous consent. He also presented a resolution authorizing Mr. Story to grant easement to the Monroe Avenue water district in the town of Brighton, and this was referred to committee for consideration.

Councilman Milne presented a resolution directing City Clerk O'Leary to advertise the closing of Cleary Street, and to number Ross Street. Councilman Pease presented a resolution requesting preparation of an ordinance for sewer in Post Avenue and in the surface treatment of Greig Street.

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Industry Should Use Subway

Low Costs in Many Directions Will Be to Advantage of Plants Along the Line

Forecasting by Joseph B. Eastman, interstate commerce commissioner, that the subway railroad will have a big future confirms with expert opinion the judgment of the average citizen of what CAN be made to happen in industrial development along its line.

But what is particularly needed at this time is information on how the process may be speeded up so that this \$12,000,000 improvement may be made to pay as soon as possible.

It should not require extended arguments to prove the benefit to industry in locating on a railway line which, for all practical purposes, is EVERY railroad here and goes through the center of the city. It means—

Raw products delivered at the factory without cartage and at a minimum of freight cost; finished products sent out by the same economical manner on all of the railroads—and fast local transportation.

Still, industries have been slow in locating along this line, which plainly possesses so many transportation advantages that all industries need.

Development should be as rapid as its merit warrants. But it may be necessary for some startling proof of that merit to be given before the herd instinct of rushing for sites is manifest.

Whenever the time may be, the subway railroad WILL be a success.

And we may as well concede now, instead of waiting for full proof, that much of the credit for it must be attributed to the wise foresight and hard work of John P. Morse, the remarkable man who is chairman of the Mayor's Advisory Committee on subway operation.

As City Manager Story very appropriately said: "He has given one of the most inspiring demonstrations of unselfish devotion to public interest that has ever come to my attention."

PAVE GUARANTY COUNCIL TOPIC

Its Summer schedule of special meetings over, the City Council tonight will meet prepared for most anything short of a fist fight. The possibility of even that was seen in an announcement by City Clerk O'Leary that the proposal for a ten year guarantee for all street pavements would be the most important business to be considered.

STORY WILL REPORT

Mr. Story was to make a report tonight, based on a survey since he last opposed a ten year guarantee. He said his opinion was unaltered by the survey and he would advocate a continuance of the five year guarantee, as ample. He said the best way to protect the city streets was to get their maintenance under the department of public works and out of the hands of the contractors. He said:

"If we are absolutely sure of our inspections no maintenance bonding would be necessary. None should be. Even with a contractor is responsible for the street for five years. We are best at paying maintenance."

Councilman Milne said he would advocate the ten year period as the only sure means of guaranteeing the people a pavement to last for the ten years in which they are permitted to pay for pavements. He said:

"Without a ten year guarantee the people are often called upon to pay directly or indirectly a second time for a pavement before they have actually completed the first payment."

There will no consideration of public improvements tonight. The Lake Avenue and other improvement ordinances will be heard on September 10 at a special meeting, with their confirmation or rejection to come on September 17.

A special meeting on September 15 will be to confirm tax rolls for the first bi-annual tax collection next January.

COUNCIL WILL TAKE UP PAVING

The City Council holds its first regular meeting Tuesday night since July 2, and Councilman Milne, who introduced an amendment to an ordinance last April, requiring a ten-year guarantee on pavements, said yesterday he would seek to have it passed.

The amendment was referred to the local improvements committee, which reported favorably on the proposal July 2, but no action was taken, when Councilman Adler moved consideration of the ordinance be postponed. The committee reported that the cost of a bond guaranteeing work over the period of ten years was no greater than for a five-year period, and said in its opinion, that pavements with a ten-year guarantee were worth more to the city and abutting property owners.

Whether the councilman's efforts to have the ordinance adopted would precipitate a fight in the council, was undetermined yesterday. Both City Manager Story and Commissioner of Public Works Baker are reported to think that a five-year guarantee is sufficient.

During July and August, only special meetings to consider local improvements have been held by the council. A special meeting is slated for September 10, when a first hearing will be held on the ordinance for paving of Lake Avenue between Winchester Street and the Buffalo, Rochester & Pittsburgh Railway tracks.

Move for Extension of Broad Street

Plans for extension of Broad Street easterly from South Avenue to Alexander Street, will be embodied in an ordinance this year and the street paved for actual construction next year, if a resolution authorizing the action of the City Council wins.

The assessment for Frank Street asphalt pavement. Councilman Duran asked that Roycroft Drive be renumbered and Urquhart Street be changed to Delamaine Drive.

The City Council Meeting In Brief

The Rochester City Council at its meeting last night transacted the following business:

Postponed action on the 10-year paving guarantee ordinance until Sept. 10.

Received communication from City Manager Stephen B. Story attacking 10-year paving guarantee.

Received communication from Councilman Harry C. Goodwin announcing his intention of introducing resolution calling for action on Broad Street extension program on Sept. 10.

Received communication from City Planning Commission opposing closing of Hague, Ames, Colvin, York and Glide streets for proposed grade crossing eliminations, also Chili Avenue closing.

Received communication from City Planning Commission approving paving of Plymouth Avenue between Clarissa Street and the Pennsylvania Railroad crossing south of Barton Street on a 25-foot width basis, with the provision that plans be made to extend width to 42 feet if street cars can be eliminated.

A detailed report of last night's meeting of the Council appears on Page 22.

Fraternal Groups Protest Valuation Placed On Property

Board of Review Convened Tomorrow Afternoon at 2 O'clock to Hear Arguments for Reduction in Findings of City Assessors.

Three of the largest fraternal organizations in the city will appear tomorrow afternoon to protest before the Board of Review on Assessments against the valuations put on their property for 1928.

The total involved is \$1,464,020. The organizations involved are the Knights of Columbus, Masonic Temple and the Turn Verein. The meeting will be at 2 p. m.

Assessor George S. Taylor has placed a valuation of \$892,320 on the new K. of C. Building in Chestnut Street; one of \$500,000 against the new Masonic Temple in Main Street East and \$71,700 against the Turn Verein property in Clinton Avenue North.

The Knights of Columbus contend the assessment on the Columbus Club is too high and should be cut substantially, and the Masons feel the same way. The Turn Verein believes, Mr. Taylor said, that its property should be exempt.

Mr. Taylor stated today that the valuation placed on the property is an it stands semi-completed at the present time. The Turn Verein's articles of incorporation, he added, did not permit placing them on the exempt list.

Council To Conduct Hearing On Monday On Naming Airport

Following the Council meeting next Monday night, a public hearing on the proposal to change the name of the Rochester Municipal Airport to Pullman Field in honor of the late Admiral William H. P. Pullman, U. S. N., of Rochester, will take place in the Council chamber.

This was announced by City Clerk O'Leary last night.

Broad Street Extension Urged

Early preparation of an ordinance covering extension of Broad Street eastward is requested by Councilman Harry C. Goodwin.

Planning experts are agreed that the traffic situation makes such a development inevitable. The question is when the job is to be undertaken.

There is always the danger that some of the property along the proposed right of way may be improved in a manner which will tend to increase the cost of constructing the extension.

Short Term Notes Totalling \$775,000 Necessary For City

Comptroller Points Out That Borrowing to Meet Expenses Is Unavoidable—Sale Today of Securities Payable Dec. 10 in New York City.

The City of Rochester was scheduled to hold its first city note sale in two months this afternoon when Comptroller Clarence Higgins planned to dispose of \$775,000 worth of short term notes.

The money realized will be distributed as follows: General local improvements, \$400,000; overdue taxes, 1927, \$200,000; school construction, \$125,000; subway, \$25,000; waterworks improvement, \$25,000.

Ten-Year Pavement Bonds Opposed In Report From Story

City Manager Takes Issue With Improvement Committee of Council—Only Three Large Cities Ask Long Guarantee, in Letter.

EDGE ACTION OR EXTENDING BROAD STREET

Goodwin, in Communication to Council, Announces He Will Introduce Resolution.

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Disuss Plymouth Avenue Plan

The future widening of Plymouth Avenue South from Clarissa Street to the Pennsylvania Railroad crossing, when it is possible to abandon the trolley tracks along the side of the street, should be considered in connection with the present paving ordinance, according to a communication from the City Planning Commission submitted to the Council by City Manager Story.

The communication from Arthur L. Voder, secretary of the commission, to the council is as follows:

At a meeting of the City Planning Commission held Aug. 8, the following resolution was adopted: "Resolved, that the widening of Plymouth Avenue South from Clarissa Street to the Pennsylvania Railroad crossing, when it is possible to abandon the trolley tracks along the side of the street, should be considered in connection with the present paving ordinance, according to a communication from the City Planning Commission submitted to the Council by City Manager Story."

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ASKS ENTIRE BROAD PLAN GO THROUGH

Milton S. Lum in Letter to Goodwin Urges Value of Proposed Extension

FOR RELIEF OF TRAFFIC

Present Realty Conditions Favorable to Immediate Action, He Believes

The extension of Broad Street eastward is regarded by Milton S. Lum, realtor, as an improvement of the greatest value to the city, according to a letter Mr. Lum sent yesterday to Councilman Harry C. Goodwin, who has announced his intention to introduce a resolution at next Monday's meeting of the City Council providing for the preparation of an ordinance for this project.

Mr. Lum summarizes reasons which have been advanced in behalf of this improvement, and asserts that it would be of the greatest value to the city, both in the development of the business center and in relief of traffic east and west through Rochester.

Many Indorsements

"Past and present city planning commissions have approved and indorsed this project as the most vital and desirable for the growth and expansion of the central area of Rochester," Mr. Lum writes. "The Real Estate Board by resolution indorsed the action of the Planning Board and recommended that the city take immediate steps to carry out this project to completion. Nearly one year ago, the Board of Aldermen, after public hearing and with the indorsement of the property owners, the Real Estate Board and other organizations, passed an ordinance providing for the carrying out of that part of the Broad Street extension between William and Union Streets. Up to this time, I have discovered no evidence that the city authorities have made any effort to acquire the property necessary for this part of the Broad Street extension."

"While this small part of the project would be highly desirable, it seems that it would be better judgment for the city to complete the entire project as outlined by the past and present advisory boards of city planning, for the following reasons:

"1. Rochester has been and will continue to be a one-street city until this parallel thoroughfare is completed.

"2. Traffic checks made by the Engineering Society show that the Broad Street bridge over the Genesee River is carrying equal traffic with Main Street, and the continuation of this artery through to Alexander Street would relieve traffic conditions on Main Street, East Avenue, and Court Street.

Would Take Out Park Line Kinks

"3. This extension would provide for the taking out of the many curves of the Park Avenue branch of the street railways lines from Elm Street to Alexander Street,

thereby relieving some extreme hazards as these cars make the turns at Chestnut, James, Court, Union, Gardiner Park and Alexander Street. It would also speed up the running time of the Park Avenue street cars by the elimination of the many switches and curves of this line.

"4. There exists at the present time an almost continuous chain of parking stations occupying the property that would have to be acquired in making this improvement between South Avenue and Chestnut Streets, thereby eliminating the cost of paying high prices for old and dilapidated structures.

"5. Many real estate investors have acquired property along this proposed improvement which is undeveloped and will remain undeveloped until the owners know when they may expect to have this completed thoroughfare. Projects for new construction in this area amounting to millions of dollars will, in my judgment, be started as soon as Broad Street is completed.

Realty Conditions Favorable

"6. The general real estate market offers the most favorable time for acquiring the necessary properties to complete this project. It is very reasonable that we will soon enter a new cycle of increasing values of downtown real estate.

"7. The financing to carry out this project presents a temporary matter to the city in comparison with other local improvements, due to the fact, based on past experience with improvements in the central business district in Rochester and other cities, that at least 50 per cent. of the assessments are paid up within one year after the improvement is completed. The large amount of new construction and the greatly increased land values offer an immediate increase in assessed valuations which will provide additional revenue to the city and relieve any danger of more than temporary utilization of the public debt limit to the detriment of other very necessary improvements which would take a long period of years to return the cost to the city treasury.

"8. The immediate completion of Broad Street extension is highly essential for the carrying out of the plan for creating a civic center over the river between Court and Main streets. The civic center should be approached from both directions by a broad imposing street such as the City Planning Commission has laid out.

"9. At the present time the \$10,000,000 exemption of local assessments and the 20 per cent. increase in assessed valuation which will be available for increased borrowing on the first of January places the city in a position to complete this major project and return the monies into the city treasury before the larger project of the civic center would need the then available funds."

"10. Rochester has been and will continue to be a one-street city until this parallel thoroughfare is completed.

"11. Traffic checks made by the Engineering Society show that the Broad Street bridge over the Genesee River is carrying equal traffic with Main Street, and the continuation of this artery through to Alexander Street would relieve traffic conditions on Main Street, East Avenue, and Court Street.

Municipal Notes Sold To New York Bankers

Municipal notes totaling \$775,000 were sold by Comptroller Clarence E. Higgins yesterday to Salomon Brothers & Hutzler of New York at an interest rate of 4.94 per cent. and \$3 premium. The National Bank of Rochester was second bidder with an interest rate of 5 per cent. and \$10 premium. The notes run for three months from Sept. 10 and are as follows:

Local Improvement	\$400,000
Overdue Tax, 1927	\$200,000
School Construction	\$125,000
Transit Subway	\$25,000
Waterworks Improvement	\$25,000

REASONS CITED FOR EXTENDING BROAD STREET

Realtor, in Letter to Goodwin, Sees Project as Improvement of Greatest Value to City.

Nine reasons why Broad Street should be extended eastward are contained in a letter received from Milton S. Lum, realtor, by Councilman Harry C. Goodwin today.

Mr. Goodwin has announced his intention of introducing a resolution at next Monday's meeting of the City Council providing for the preparation of an ordinance for this project.

The extension of Broad Street is regarded by Mr. Lum as an improvement of the greatest value to the city and he summarizes reasons which have been advanced in favor of the extension as follows:

"Past and present city planning commissions have approved and indorsed this project as the most vital and desirable for the growth and expansion of the central area of Rochester," Mr. Lum writes. "The Real Estate Board by resolution indorsed the action of the Planning Board and recommended that the city take immediate steps to carry out this project to completion. Nearly one year ago, the Board of Aldermen, after public hearing and with the indorsement of the property owners, the Real Estate Board and other organizations, passed an ordinance providing for the carrying out of that part of the Broad Street extension between William and Union Streets. Up to this time, I have discovered no evidence that the city authorities have made any effort to acquire the property necessary for this part of the Broad Street extension."

End One-Street City

"While this small part of the project would be highly desirable, it seems that it would be better judgment for the city to complete the entire project as outlined by the past and present advisory boards of city planning, for the following reasons:

"1. Rochester has been and will continue to be a one-street city until this parallel thoroughfare is completed.

"2. Traffic checks made by the Engineering Society show that the Broad Street bridge over the Genesee River is carrying equal traffic with Main Street, and the continuation of this artery through to Alexander Street would relieve traffic conditions on Main Street, East Avenue, and Court Street.

"3. This extension would provide for the taking out of the many curves of the Park Avenue branch of the street railways lines from Elm Street to Alexander Street,

thereby relieving some extreme hazards as these cars make the turns at Chestnut, James, Court, Union, Gardiner Park and Alexander Street. It would also speed up the running time of the Park Avenue street cars by the elimination of the many switches and curves of this line.

In assessed valuations which will provide additional revenue to the city and relieve any danger of more than temporary utilization of the public debt limit to the detriment of other very necessary improvements, which would take a long period of years to return the cost to the city treasury.

"8. The immediate completion of Broad Street extension is highly essential for the carrying out of the plan for creating a civic center over the river between Court and Main streets. The civic center should be approached from both directions by a broad imposing street such as the City Planning Commission has laid out.

Mr. Story Unconvincing

City Manager's Argument Against Ten-Year Paving Guarantee Lacks Sound Reasoning

Communicating with the City Council in opposition to the proposal of Councilman Milne to increase the guarantee on new pavements from five to ten years, City Manager Story fails to give convincing reasons WHY this action should not be taken to insure better pavements.

Reference is made by Mr. Story to the fact that the tendency of cities is to decrease or eliminate the time limit, rather than increase it. That is unimportant. Majorities are *presently wrong. Besides, following the herd instinct is letting others do the reasoning.*

Mr. Story says it would restrict the number of contractors who can obtain such bonds to the very largest concerns. Contractors who can show they can build pavements that will last ten years can obtain bonds. *If they will not build pavements lasting that long they SHOULD be restricted.*

Mr. Story declares it would restrict the number of bonding companies who will compete in the bonding field. *Bonding companies are in business to sell bonds and will continue where it is safe to do so.*

Mr. Story states it will double the cost of maintenance bonds. Bonds guaranteeing pavements for ten years are *WORTH double the amount of those for five years.*

Former Mayor O'Neil once said that certain contractors, if bonded for but five years, have an uncanny way of laying pavements that will last *ONLY* five years.

Taxpayers, taking ten years to pay for pavements, are not unreasonable in asking that they be guaranteed to last at least until they are paid for.

And, until better reasons are given, it would appear that the ten-year guarantee is the *surest way to attain that aim.*

JOURNAL SEP 7 1928

Extend Broad Street Now!

Business Needs This Improvement at Once and Property Wanted Will Cost More Later

Rochester, committed to a program to extend Broad Street eastward, may as well undertake the improvement now as to wait until increased values will make it more expensive; until traffic conditions are more congested; until the business district becomes more cramped for space.

Consideration of the project is awakened through the announcement of Councilman Goodwin that he will introduce a resolution at the next meeting of the City Council, asking the preparation of an ordinance for this important improvement.

Extending Broad Street at this time would be a powerful stimulant for the improvement of business and the growth of the city.

Values would not only be increased by the improvement itself, but through important building which will be started on the new thoroughfare as soon as it is open. It would provide a new business section and easier access to the present business district.

Many investors who have acquired property along the proposed route cannot begin building until the city takes steps toward carrying out its own plans which were long ago approved.

Traffic east and west will continue to become more congested, because of the increase by thousands each year in the number of automobiles in the streets. The new parallel street would reduce congestion.

Property values along the route are as low now as they will ever be.

Extending the street eastward part of the distance at this time *would be good; extending it all the way would be BETTER.*

Says City Should Pay For Lake Ave. Paving

No other street in Rochester has a city-owned magnet at its terminus. The papers publish the temperature of water and air. Why? To add to city finances. Who wants the new pavement? The city and the automobile club.

The city's revenue from Ontario Beach Park last year was \$14,800.80.

Is there a free parking space anywhere in this city, except at Ontario Beach Park? Why is it free? A person coming up through Pennsylvania saw at a cross road the sign, "This road leads to Letchworth Park and Ontario Beach Park." By whom was this erected? Was it the Automobile Club of Rochester?

The automobile tax in this county in 1926 was \$1,333,596.03; doubtless it was a million and a half last year. Of this amount Rochester gets nothing. Florida has a gasoline tax of five cents. Of this the roads get four cents, and the schools one cent. Other states have similar laws. Why do the automobile clubs of the cities of this state neglect to have laws passed that will help the widows and the daughters who have been left a shambles with a small amount of ready money with which to pay taxes, but none to build "fine wide boulevards extending down," and used a few months in the year for pleasure only? The steam roads have to build their own tracks, and the trolleys their own and the autos should build their own.

All pavements and all sewers benefit the entire city and all should be general city tax. More and more people are expressing this view today. Councilman Harry Goodwin said: "The matter of a better pavement for Lake Avenue has been up for consideration every year for years. It has reached a point where the interest of the city at large is so dominant that such interest outweighs that of abutting property owners." And again he speaks of the public interest in this improvement. Prominent attorneys have expressed themselves in this manner: "Anything except a general city tax is ridiculous."

The 23rd ward is writhing under the gigantic deal it was given by the City of Rochester in its tax of \$120,000 for the Bonaldi and Beach Avenue storm-water sewer which drains city property, so that the weary wheels of the autos may rest thereon. That parking space should bring in a revenue to city.

City taxes in 1923 five greater than last village Charlotte!

SOME LAKE AVENUE PAYERS.

Rochester, Sept. 5, 1928

BROAD ST. PLAN SEEN HASTY

A caution signal was hung up today in the path of advocates of extending Broad Street eastward from South Avenue to Alexander Street.

City Manager Story warned the Real Estate Board of Rochester and other organizations, including the City Council, to go slowly, and first to contemplate the cost and financial complications that would follow hasty action.

Mr. Story's warning followed action this noon by the Civic Improvement and Planning Committee of the Real Estate Board, urging Mr. Story to get behind Councilman Goodwin's proposal for an ordinance to get the extension under way, at least with plans, this year, and with actual construction to follow next year.

WOULD MEAN NOTHING

"We have given the Broad Street question considerable study and so far haven't found an avenue which would be free of complications to warrant considering a construction of even a part of the proposed extension," said Mr. Story.

Of course the City Council could have an ordinance for doing the work, and embody a scheme of extension in it. But it would not mean anything, and should not until a way is found to finance the scheme. The cost would be monumental, and the method of financing complicated beyond immediate solution.

"It is all right to talk of excess condemnation taking care of the improvement. But excess condemnation is just a dream so far."

CITY WOULD HOLD BAG

"Even if we see that eventually it would work out, the city could not escape holding the bag immediately. This is our opinion after many conferences of engineers, assessors and public works officials."

City taxes in 1923 five greater than last village Charlotte!

SOME LAKE AVENUE PAYERS.

Rochester, Sept. 5, 1928

"Should the city decide to construct the proposed section between Union Street and Alexander Street, a fund would have to be first established to buy one side of the street. This fund would have to be sufficient to carry the excess land for ten years or more, in which the improvement must be paid for under the charter.

"Indeed, the city might find it unprofitable to resell the land thus purchased in thirty twelve or fifteen years. And millions might be tied up for nobody knows how long.

"And it would take no small fund to purchase the land which would be needed for even the smallest unit of this proposed improvement.

"We can appreciate just what a continued Broad Street would mean to the city, but we cannot see where the money to finance the improvement or a scheme of credit to even begin is to be had. Of course, an ordinance to talk about it would do no harm."

Mayor Wilson said he was opposed to even studying the Broad Street extension proposal. He said:

NOT MONEY ENOUGH

"There are certain people who believe that because of the state exemption of \$10,000,000 in bonds for public improvements we have money lying around loose, just waiting to be spent. We have no money for Broad Street extension and would have none for at least three years. We will not have money enough the next two years for ordinary street improvements, and will not have enough to take care of the lower river bridge situation in that time."

"I've been in the City Hall a long time but my experience shows me nothing to open an avenue for financing such an immense project at this time."

The Broad Street extension proposal was considered sidetracked, until Councilman Goodwin, on Monday, asked that an ordinance be prepared for extending the street from South Avenue to Alexander Street, or at least that section proposed between Union Street and Alexander Street. Mr. Goodwin next Monday night will have a letter supporting his proposal from Real Estate Board committees and other organizations.

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Rochester, Sept. 5, 1928

NEW SUBWAY COMMITTEE APPOINTED

Will Consider All Problems Arising from Switching of Freight Cars

TO DRAFT REPORT FORM

Erie Files Tariff Covering Deliveries; Pennsylvania Only One Not Signed

Steps toward bringing about the efficient handling of traffic on the subway railroad were taken at a conference yesterday in the office of Charles R. Barnes, commissioner of railways, at which it was agreed that this matter should be in charge of a joint committee representing the steam railroads, the New York State Railways, the city, and the shippers. Commissioner Barnes was empowered to appoint the committee and made the following selection last evening:

D. W. Walrath, New York Central; A. T. Stark, Lehigh Valley; W. J. Collins, B. & P.; J. H. Hagens, Erie; John P. Morse, City of Rochester; J. F. Hamilton, New York State Railways and F. W. Burton, Subway Industries.

Commissioner Barnes will be an ex-officio member of the committee which will meet next Wednesday morning at 10 o'clock in his office to select a chairman.

Will Suggest Reports

The committee will consider all matters in connection with the handling of cars in the subway and from industrial sidings, also interchange movements between steam roads. It will suggest reports and methods for the efficient handling of cars in the subway so as to best accommodate shippers and the roads interested. This committee's report will later be submitted to the general conference of interested parties.

The Committee will work out the form of the daily report of the handling of the cars by the New York State Railway on the Subway, in accordance with Section 9 of the contract under which the New York State Railway operates the subway as agents for the city. This section is as follows:

"The State Railways shall keep accurate records of the cars both empty and loaded, handled for the company under this agreement and will furnish the same daily to the Company in such manner as will show dates and time cars are delivered to connecting railroads or are placed for delivery to consignees at points on the Subway Railroad; also similar records shall be kept and furnished, showing dates and time cars are placed for loading by shippers."

"Monthly bills in detail shall be rendered by the State Railways"

Continued On Page 26.

against the Company for the service so performed for it in accordance with the schedule of rates determined upon by the Commissioner of Railways of the City as provided in the Fourth Paragraph of this agreement.

"It is understood that the freight or other charges of the Company shall be collected from the shipper or consignee by the Company."

General Discussion

At the conference there was a general discussion of the character of the form which should be used in the delivery to and interchange of cars through the Subway Railroad. It was finally agreed that each steam railroad shall furnish a standard form of switching waybill which shall include date and time of delivery to the subway and all necessary information, at the time delivery of cars to the subway is made; sufficient copies to be furnished the New York State Railways.

Attending the conference were the following: Charles R. Barnes, Commissioner of Railways, City of Rochester; J. H. Hagens, Freight Agent, Erie Railroad, Rochester; C. H. Newell, Supervisor of Stations and Car Service, Erie Railroad, Buffalo; D. B. Fleming, Asst. Gen. Manager, New York Central Railroad, Syracuse; D. E. Gelatt, Asst. Freight Traffic Manager, New York Central Railroad, New York City; F. C. Wedd, Division Freight Agent, Erie Railroad, Rochester; A. T. Stark, agent, Lehigh Valley Railroad, Rochester; E. I. Bowen, superintendent, Erie Railroad, Rochester; F. M. Barker, superintendent, Lehigh Valley Railroad; H. E. West, division freight agent, New York Central Railroad, Rochester; C. E. Lewis, division superintendent, Subway; E. A. Niel, freight traffic manager, B. & P. Ry., Rochester; R. R. Hadsell, general superintendent transportation, New York State Railways, Rochester; J. E. Barnes, superintendent of car service, B. & P. Ry., Rochester; B. R. & P. Ry., Rochester; B. E. Wilson, general passenger and freight agent, New York State Railways, Rochester; C. J. Sullivan, auditor, Commissioner of Railways Office; George D. Dager, superintendent, New York Central Railroad, Rochester, and Mr. Collins, commissioner of railways office.

Effective Traffic Dates

The Rochester Subway Industries were notified yesterday by F. W. Burton, manager of the Transportation Bureau of the Chamber of Commerce, that the Erie Railroad had filed its tariff covering deliveries on the Subway Railroad and for traffic originating on the subway when routed to and from the city on its line. Interstate traffic is effective from September 3, and New York State traffic from September 6. Mr. Burton received the advice of the Erie Railroad's actions through E. C. Wedd, Rochester Division Freight Agent. The Pennsylvania Railroad is the only carrier remaining to file its tariff.

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Effective Traffic Dates

Continued On Page 26.

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JOURNAL & CHRON. SEP 7 1928

Story Warns Sponsors Of Broad St. Extension To Proceed With Care

City Manager Stephen B. Story today warned the interests which are pushing for immediate action on the extension of Broad Street that they had better go slow because of the financial situation of the city and the magnitude of the task involved.

He declared that even were excess condemnation used to the limit in making the much-needed improvement, it might be necessary for the city to hold property so acquired for 12 or 15 years before the full profit on it could be realized, while the improvement must be paid for in ten years.

Mr. Story denied that there was any disposition on the part of the administration or upon his part personally to neglect the Broad Street extension program, but that it unquestionably was unwise to push ahead faster than the finances of the city justified.

He went on to say that, although no figures on the total expense of the Broad Street program were available, they unquestionably would go up into the millions and that haste on such a program might result in a financial tangle which would put the city in difficulties.

Mayor Joseph C. Wilson agreed with Mr. Story. He pointed out that it would be some time before the city might realize on the increased borrowing capacity which was granted by the state amendment extending city debt limits for local improvement purposes.

Last Tuesday night Councilman Harry C. Goodwin informed the council that he proposed on Monday next to introduce a resolution calling for the introduction of ordinances covering the extension work between North Union and Alexander Streets as soon as possible. The Real Estate Board of Rochester and other organizations are expected to become very active in demanding action on the program.

Present Realty Conditions Favorable to Immediate Action, He Believes

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100,000 exemption of local assessments and the 20 per cent. increase in assessed valuation which will be available for increased borrowing on the first of January places the city in a position to complete this major project and return the monies into the city treasury before the

DEPT. OF THE ARMY,

City.
City taxes in 1928 five
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SOME LAKE AVENUE
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Rochester, Sept. 5, 1928

ST. W.

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"Monthly bills in detail shall be rendered by the State Railways

Municipal notes totaling \$775,000 were sold by Comptroller Clarence E. Higgins yesterday to Salomon Brothers & Hutzler of New York at an interest rate of 4.94 per cent at \$3 premium. The National Bank of Rochester was second bidder with an interest rate of 5 per cent and \$10 premium. The notes run for three months from Sept. 10 and are as follows:

Local Improvement \$100,000;
Overdue Tax, 1927, \$200,000; School Construction \$125,000; Transit Subway, \$25,000; Waterworks Improvement, \$25,000.

City Councilmen Act On Proposal At Session Monday

Buffalo Ordinance, Which Is Expected to Pass, Will Establish Five-Year Guarantee, and Give Concrete Men a Chance to Bid on Work.

By PAUL BENTON

Rochester is not the only city in New York state where the battle over a ten-year paving guarantee is being waged.

In Buffalo on Monday afternoon the city council of 15 members is expected to pass a five-year guarantee ordinance over the veto Mayor Schwab handed a previous five-year ordinance several weeks ago. The issue of raising the present five-year guarantee in Rochester to ten will come before the Rochester city council Monday night.

In Buffalo opponents of the ten-year guarantee which that city has had for years incline to the view that the ordinance is its repeat there and the effort to put over a ten-year guarantee in Rochester are part of a general fight which is backed by the asphalt interests throughout the state. They see Rochester and Buffalo as different sectors of the same general battle.

The reason for the fight, they point out, is that a ten-year guarantee automatically almost cuts out concrete pavements, for which it is extremely difficult to obtain ten-year maintenance bonds.

The fight in the Buffalo council is being led by Councilman Harry Fisher, who declared to The Times-Union yesterday that while he did not believe that concrete was a better pavement than asphalt he did believe that restrictions should not be put on it artificially, as is now the case in Buffalo.

Paving Men Led Fight

The situation in Buffalo is a direct outgrowth of the new charter which was adopted by the voters last November. Under the old Buffalo charter specifications for street paving were laid down by the commissioner of public works and no one else. For years the city had specifications for brick, wood block and concrete. There was no question but that the specifications were all that could be desired. However, under the new charter the specifications can be added to by petition to the commissioner, with the right of appeal to the city council. Specifications for concrete paving were filed at once.

It was then that the concrete men, backed by a general public demand for lower paving costs, started their fight to change the 10-year guarantee to a five-year guarantee.

They received the backing of the Buffalo Municipal Research Bureau in the battle, not of course because the bureau was interested in obtaining contracts for the concrete men, but because it held that modern municipal practice is against long term maintenance bonds for pavements on the ground that the cost is eventually paid by the taxpayer, is high and is unnecessary. It has been described as a "kraft tax," since with proper specifications such as the city has, and proper, honest and faithful inspection by the city inspectors there should be no necessity for guarantees, except possibly through the 10-year winter after the pavement is laid. Engineers generally agree that three years will show up any structural defects in a pavement.

Furthermore proponents of the repeal of the 10-year guarantee pointed out that it was seldom that much work was found necessary on the pavements until the eleventh year, and made the most of this.

"As a matter of fact," Councilman Fisher said, "it is impossible to discover from the asphalt companies just how much they spend on repair work under their guarantees."

Some Work Not Bonded

"Furthermore there have been many irregularities in the bonds themselves. I discovered that the city of Buffalo is carrying \$1,700,000 worth of guarantee bonds which are based on one original bond of \$140,000. Where would the city be in the event of the bankruptcy of the contractors, since these bonds are personal bonds. Furthermore, approximately 60 streets have been paved in subdivisions opened within the last few years for which no guarantee bonds whatever can be discovered."

"The 10-year bond inflicts a needless expense upon the taxpayer who already is paying very high paving costs. I looked into the matter and discovered that the casualty companies are charging \$2 a thousand a year for the 10-year bonds and the same for the five-year bonds but are insisting that the contractor deposit with them collateral amounting to 50 cents a year for the life of the bond. This expense is passed on to the public. On the five-year bonds no collateral is required. This makes, of course, a tremendous difference in the expense of the bonds."

Inquiry at the Buffalo Municipal Research Bureau revealed that Detroit has a five-year guarantee, Chicago requires no bond on special assessment work, Pittsburgh requires five-year bonds on sheet asphalt, asphaltic concrete and reinforced concrete, one-year bonds on other types; Boston requires five-year bonds; Springfield, Mass., has city maintenance; Baltimore does not require maintenance bonds but withholds certain percentages of the contract price for six months or until the pavement has passed through the winter season; St. Louis requires a one-year guarantee and Milwaukee withholds a certain charge per foot for three years.

"The 10-year bond, it seems to us," said the Bureau, "is an unnecessary addition to the cost. The taxpayer pays for a first-class job and he should be able to get it by proper design and inspection. In any event the taxpayer's protection should be just as good with a one-year guarantee as with one of 10 years and less expensive."

"I believe," Councilman Fisher concluded, "that the council will over-ride Mayor Schwab's veto on Monday afternoon and save the Buffalo taxpayers a lot of money as well as giving the concrete men a chance to bid on Buffalo paving."

BROAD STREET EXTENSION TO AWAIT SURVEY

Financial Condition of City Must be Studied, Story Says—Realtors Urge Early Action.

By CHARLES E. WELCH

Extension of Broad Street eastward from South Avenue will not be undertaken by the city administration until after the project has been given careful study.

While recognizing the need of the extension, City Manager Stephen B. Story declares that, before the City Council finally acts in the matter, "it should know thoroughly the financial condition of the city and weigh the need for the extension as against other demands on our borrowing capacity."

To provide for the extension it will be necessary for the city to condemn considerable property. "But excess condemnation will not pay for the cost of the extension," City Manager Story says. "As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes."

Bill Being Prepared

An ordinance, which will provide for the extension, is now in course of preparation and will be submitted to the Council at an early date, it is expected. Councilman Harry C. Goodwin, who considers the extension of vital importance to the city, will ask for action by the Council Monday night on his recommendation that the proper ordinances for the improvement be prepared for presentation to the Council.

City Manager Story's warning against hasty action was called forth by the action of the Real Estate Board of Rochester, which received from its civic improvement and planning committee yesterday a report which declared the Broad Street extension a vital and necessary improvement that should be undertaken and pushed to completion without further delay.

"We have given the Broad Street extension question considerable study, and it is apparent that there are many complications to be found, even in the simplest section of it," Mr. Story said.

Much Work Done

"We have anticipated the preparation of an ordinance for the Broad Street extension, and have done a lot of work upon it. Excess condemnation will be necessary to enable the realizing of pieces of property into salable, useable sizes and shapes. But excess condemnation will not pay for the cost of the extension. As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes."

"The cost of the improvement to the city at large will be very great. We have worked out areas for graduated assessment which will provide what appears to be an equitable distribution of the cost. These are only tentative, and the council may think otherwise when our ideas are laid before it. The preparation of the ordinance will go forward with the council's direction."

"Before the council acts, it should know thoroughly the financial condition of the city and weigh carefully the need for the extension as against other demands upon our borrowing capacity."

"There have been no letters or committees from any organizations communicating with me upon the subject to date. Mr. Goodwin's resolution will receive consideration by the council at the special meeting Monday evening."

An ordinance already has been passed by the council, providing for extension of Broad Street from James Street to South Union Street, and Mr. Story is of the opinion this section could be put through before a definite financial plan has been determined.

C. OF C. OPPOSES NEW NAME FOR CITY'S AIRPORT

Group Against Designating Field 'Fullam' in Honor of Late Rear-Admiral—To Protest.

The Chamber of Commerce tonight will oppose naming of the municipal airport anything other than the Rochester Municipal Airport at a hearing before the Public Works and Engineering Committee of the City Council following the meeting of the council.

Frederick W. Burton, secretary, and Fred Cross, chairman of the aviation committee of the Chamber of Commerce, will express the attitude of the chamber as approved by its officers.

Recently Mayor Joseph C. Wilson introduced a resolution in the council asking that the municipal airport be named for the late Rear-Admiral William S. Fullam. In submitting his resolution, Mayor Wilson also presented letters from Rear-Admiral William S. Fullam, United States Senator James W. Wadsworth, the president of the National Aeronautical Association and others favoring Fullam Field as the name of Rochester's airport.

Mr. Burton said today that the aviation committee of the Chamber of Commerce and the officers of the chamber feel that regardless of what name is decided on, the city airport will always be known as the Rochester Airport. The sentiment of the chamber is that the airport has the same status as a railroad station and should be given the name of the city.

Mr. Burton said that as privately-owned fields develop they can be named for persons whom it is desired to honor, but that in the case of Rochester's flying field, it is strictly a commercial proposition and that calling the field Rochester Municipal Airport would greatly facilitate matters.

Rear-Admiral Fullam was born in Pittsford and resided in Rochester for some time. He was greatly interested in the development of aviation and spent the latter years of his life in promoting a national policy.

The American Legion is likewise reported as opposed to the naming of the field for Admiral Fullam, and in view of the opposition, action by the council will be looked for in the immediate future.

SEP 10 1928

City To Advertise For Bids On Shoes For Charity Board

City Purchasing Agent Wendell E. Andrews will advertise for bids on \$11,000 worth of shoes for the Bureau of Charities next Wednesday.

This is a departure from previous custom, as heretofore shoes have been purchased by the city from individual shoe stores.

Mr. Andrews is confident that the city will experience considerable saving in the new procedure. According to records of the Bureau of Charities, the bulk of shoes has been given away by the city during August and September, in preparing children for school.

The previous system was to give an order to persons who applied for shoes, the patronage being spread among the city stores.

SEP 8

CITY MANAGER WOULD HOLD BROAD STREET EXTENSION UNTIL FINANCING IS SURE

Statement of City Manager Story

City Manager Story's statement on the question of extension of Broad Street eastward follows:

We have given the Broad Street question considerable study, and it is apparent that there are many complications to be found, even in the simplest section of it.

We have anticipated the preparation of an ordinance for the Broad Street extension, and have done a lot of work upon it. Excess condemnation will be necessary to enable the realizing of pieces of property into salable and useable sizes and shapes. But excess condemnation will not pay for the cost of the extension. As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes.

The cost of the improvement to the city at large will be very great. We have worked out areas for graduated assessment which will provide what appears to be an equitable distribution of the cost. These are only tentative, and the Council may think otherwise when our ideas are laid before it. The preparation of the ordinance will go forward with the Council's direction.

Before the Council finally acts, it should know thoroughly the financial condition of the city and weigh carefully the need for the extension as against other demands upon our borrowing capacity.

There have been no letters or committees from any organizations communicating with me upon the subject to date. Mr. Goodwin's resolution will receive consideration by the Council at the special meeting Monday evening.

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1. That the extension of Broad Street from South Avenue to Alexander Street is a necessary and vital project in the development of the central retail and commercial area of the city of Rochester, that the delay in the carrying out of this project is delaying millions of dollars of new construction which will immediately follow the completion of Broad Street.

2. Whereas, Broad Street is the only thoroughfare that will provide present traffic relief to the ever increasing motor public, making the business and retail section more accessible from all sections of the city, it will provide a parallel street to Main Street and East Avenue, and will provide a more balanced retail shopping district.

3. Whereas, Broad Street will provide the removal of the Park Avenue carline from part of Elm, Chestnut, James, Court, and South Union Streets, mostly single track lines with intermittent switches and very hazardous turns. This would immediately lessen the running time of these areas are tentative, they have been subject to. This car line being placed in the new Broad Street would allow freer movement of traffic through these streets for the reason that the traffic would not be continually held up by street cars waiting at switches and turns, eliminating serious accidental hazard.

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5. Whereas, Broad Street, as laid out by the Advisory Board of City Planning, passes through an almost continuous chain of parking stations between South Avenue and Chestnut Street, thereby eliminating the cost of paying high prices for old and dilapidated structures.

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But there are a number of important improvements, action upon which cannot be delayed indefinitely. A start must be made somewhere. The cost of extending Broad Street will not grow any less as time passes.

The fact that the city administration already has done considerable preliminary work on the preparation of an ordinance for the Broad Street extension ought to facilitate matters in reaching a final decision. The resolutions of the Real Estate Board also emphasize the need for the early appointment of a Financial Advisory Council.

Seeks TAXPAYER MOVES FOR NEW ACTION

Corporations Are Not Assessed for Strips Owned Along the Tracks and for Privileges

A demand that the City Council repeal the ordinance prepared for the paving of Lake Avenue, between Winchester Avenue and the Buffalo, Rochester & Pittsburgh Railway tracks, so that public utility corporations pay their proportionate share of the assessments will be made by Frederic A. Hughes of Tupper Street, a residence of the Twenty-Third Ward.

This demand will be made at the special meeting of the City Council tomorrow night when a first hearing will be held on proposed ordinances.

Hughes has placed the matter before Vice Mayor Isaac Adler, who has taken under consideration the facts unearthed by Hughes in his study of the property situation along the avenue.

ASKS HELP OF OTHERS

Under the ordinance, the New York State Railways and the Rochester Gas & Electric Corporation were each to be assessed \$3,000 for the storm water sewer, estimated to cost \$41,000.

According to Hughes, the Rochester Telephone Corporation and the Rochester & Lake Ontario Water Company should also help pay for the improvement; the former, he said, because it will wish to lay more of its wires underground, and the water company, because it has the right to tear up the pavement to make repairs.

His chief contention, however, is that the New York State Railways should help pay a major portion of the paving costs, because it is the abutting property owner on the west side of the avenue, through what he said were purchase and condemnation proceedings, made prior to the merger of existing lines in 1905.

CHURCH OWNS PROPERTY

The ordinance provides that one tier of lots lying to the west of the street car tracks should be assessed for a nine-foot and a thirteen-foot strip of pavement. This property is owned by Holy Sepulchre Cemetery and St. Bernard's Seminary.

He pointed out that James A. Pattee fought the Rochester City & Brighton Railroad Company and the Rochester Electric Railway Company, predecessors of the New York State Railways, for twenty years over granting of right of way or purchase of property owned by him, lying south of the B. & P. Railways tracks, finally losing through condemnation proceedings in 1905.

In this connection, he said: "In no part of the records do I find that title in the New York State Railways or their predecessors, coincides with the width of the strips mentioned in the ordinance. All the records show that the railways own strips of land varying in width from twelve to twenty feet."

The Twenty-third Ward is a square deal, and if the Council passes this ordinance, as it is now drafted, it practically makes it impossible to get a square deal without going into court, as the same procedure will be followed when the rest of the avenue is improved."

Hughes pointed out that the assessments on the cemetery and the seminary property, owned by corporations subsidiary to the Rochester diocese, would not fall on Rochester Catholics alone, but on all members of all churches in the diocese, which embraces a wide territory in Western New York. Hughes is a law student, associated with David Schoenberg, with offices in the Powers Building.

Rearranging of Lake Avenue Paving Ordinance

City Councilmen Act On Proposal At Session Monday

Buffalo Ordinance, Which Is Expected to Pass, Will Establish Five-Year Guarantee, and Give Concrete Men a Chance to Bid on Work.

By PAUL BENTON

Rochester is not the only city in New York state where the battle over a ten-year paving guarantee is being waged.

In Buffalo on Monday afternoon the city council of 15 members is expected to pass a five-year guarantee ordinance over the veto Mayor Schwab handed a previous five-year ordinance several weeks ago. The issue of raising the present five-year guarantee in Rochester to ten will come before the Rochester city council Monday night.

In Buffalo opponents of the ten-year guarantee which that city has had for years incline to the view that the opposition to its repeal there and the effort to put over a ten-year guarantee in Rochester are part of a general fight which is backed by the asphalt interests throughout the state. They see Rochester and Buffalo as different sectors of the same general battle.

The reason for the fight, they point out, is that a ten-year guarantee automatically almost cuts out concrete pavement, for which it is extremely difficult to obtain ten-year maintenance bonds.

The fight in the Buffalo council is being led by Councilman Harry Fisher, who declared to The Times-Union yesterday that while he did not believe that concrete was a better pavement than asphalt he did believe that restrictions should not bar bidding on it artificially, as is now the case in Buffalo.

Paving Men Led Fight
The situation in Buffalo is a direct outgrowth of the new charter which was adopted by the voters last November. Under the old Buffalo charter specifications for street paving were laid down by the commissioner of public works and no one else. For years the city had specifications for brick, wood block and concrete. There was no question but that the specifications were all that could be desired. However, under the new charter the specifications can be added to by petition to the commissioner, with the right of appeal to the city council. Specifications for concrete paving were filed at once.

It was then that the concrete men, backed by a general public demand for lower paving costs, started their fight to change the 10-year guarantee to a five-year guarantee.

They received the backing of the Buffalo Municipal Research Bureau in the battle, not of course because the bureau was interested in obtaining contracts for the concrete men, but because it held that modern municipal practice is against long term maintenance bonds for pavements on the ground that the cost is eventually paid by the taxpayer, and is high and is unnecessary. It has been described as a "graft tax" since with proper specifications such as the city has, and proper, honest and faithful inspection by the city inspectors there should be no necessity for guarantees, except possibly through the first winter after the pavement is laid. Engineers generally agree that three years will show up any structural defects in a pavement.

Furthermore proponents of the repeal of the 10-year guarantee pointed out that it was seldom that much work was found necessary on the pavements until the eleventh year, and made the most of this. "As a matter of fact," Councilman Fisher said, "it is impossible to discover from the asphalt companies just how much they spend on repair work under their guarantees."

BROAD STREET EXTENSION TO AWAIT SURVEY

Financial Condition of City Must be Studied, Story Says—Realtors Urge Early Action.

By CHARLES E. WELCH

Extension of Broad Street eastward from South Avenue will not be undertaken by the city administration until after the project has been given careful study.

While recognizing the need of the extension, City Manager Stephen E. Story declares that, before the City Council finally acts in the matter, "it should know thoroughly the financial condition of the city and weigh the need for the extension as against other demands on our borrowing capacity."

To provide for the extension it will be necessary for the city to condemn a considerable property. "But excess condemnation will not pay for the cost of the extension," City Manager Story says. "As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes."

Bill Being Prepared
An ordinance, which will provide for the extension, is now in course of preparation and will be submitted to the Council at an early date, it is expected. Councilman Harry C. Goodwin, who considers the extension of vital importance to the city, will ask for action by the Council Monday night on his recommendation that the proper ordinances for the improvement be prepared for presentation to the Council.

City Manager Story's warning against hasty action was called forth by the action of the Real Estate Board of Rochester, which received from its civic improvement and planning committee yesterday a report which declared the Broad Street extension a vital and necessary improvement that should be undertaken without further delay.

"We have given the Broad Street extension question considerable study, and it is apparent that there are many complications to be found, even in the simplest section of it," Mr. Story said.

Much Work Done
"We have anticipated the preparation of an ordinance for the Broad Street extension, and have done a lot of work upon it. Excess condemnation will be necessary to enable the realizing of pieces of property into salable and useable sizes and shapes. But excess condemnation will not pay for the cost of the extension. As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes."

The cost of the improvement to the city at large will be very great. We have worked out areas for graduated assessment which will provide what appears to be an equitable distribution of the cost. These are only tentative, and the council may think otherwise when our ideas are laid before it. The preparation of the ordinance will go forward with the council's direction.

"Before the council acts, it should know thoroughly the financial condition of the city and weigh carefully the need for the extension as against other demands upon our borrowing capacity."

"There have been no letters or committees from any organizations communicating with me upon the subject to date. Mr. Goodwin's resolution will receive consideration by the council at the special meeting Monday evening."

An ordinance already has been passed by the council, providing for extension of Broad Street from James Street to South Union Street, and Mr. Story is of the opinion this section could be put through before a definite financial plan has been determined.

Group To Be Named

Some months ago Mr. Story explained to the council a plan he has in mind to appoint a financial advisory committee to consult with and advise the administration in matters affecting the city's financial problems. This committee, the appointment of which has been authorized by the council, will soon be named by the city manager, and it is not improbable that one of the first questions the committee will consider is the proposal to extend Broad Street as far as at least as Alexander Street, although the city has an ambitious program for the extension which would carry it considerably farther and provide a new and wider avenue of traffic to parallel East Avenue. Men of experience in financial circles will be appointed on this committee by Mr. Story.

The civic improvement and planning committee of the Real Estate Board, which studied the Broad Street extension proposal, is composed of Milton S. Lum as chairman and Howard C. Rupert, Harry H. Garfield, A. J. Bristol, William C. Daley, Harry S. Beardsley, James J. Carmichael, Fred R. Slinger, Ernest G. Parmelee, and Lester P. Slade. Their study and consideration of the development of Broad Street followed action taken by the board last December when a resolution, as follows, was adopted:

1. That the extension of Broad Street from South Avenue to Alexander Street is a necessary and vital project in the development of the central retail and commercial area of the city of Rochester, that the delay in the carrying out of this project is delaying millions of dollars of new construction which will immediately follow the completion of Broad Street.

2. Whereas, Broad Street is the only thoroughfare that will provide present traffic relief to the ever-increasing motor public, making the business and retail section more accessible from all sections of the city. It will provide a parallel street to Main Street and East Avenue, and will provide a more balanced retail shopping district.

3. Whereas, Broad Street will provide the removal of the Park Avenue car line from part of Elm, Chestnut, James, Court and South Union streets, mostly single track lines with intermittent switches and very hazardous turns. This would immediately lessen the running time of cars on this line and relieve the discomfort that the patrons have long been subject to. This car line being placed in the new Broad Street, would allow freer movement of traffic through these streets for the reason that the traffic would not be continually held up by street cars waiting at switches and turns, eliminating serious accidental hazard.

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6. Whereas, Broad Street would provide a dignified and imposing entrance from both directions to the proposed civic center over the river between Court and Main streets, and should be the first step to be completed in this greater Rochester project in which all of Rochester is vitally interested, and which will soon attract the attention of the whole world toward our city.

C. OF C. OPPOSES NEW NAME FOR CITY'S AIRPORT

Group Against Designating Field 'Fullam' in Honor of Late Rear-Admiral—To Protest.

The Chamber of Commerce tonight will oppose naming of the municipal airport anything other than the Rochester Municipal Airport at a hearing before the Public Works and Engineering Committee of the City Council following the meeting of the council.

Frederick W. Burton, secretary, and Fred Cross, chairman of the aviation committee of the Chamber of Commerce, will express the attitude of the chamber as approved by its officers.

Recently Mayor Joseph C. Wilson introduced a resolution in the council asking that the municipal airport be named for the late Rear-Admiral William S. Fullam. In submitting his resolution, Mayor Wilson also presented letters from Rear-Admiral William S. Fullam, former United States Senator James W. Wadsworth, the president of the National Aeronautical Association and others favoring Fullam Field as the name of Rochester's airport.

Mr. Burton said today that the aviation committee of the Chamber of Commerce and the officers of the chamber feel that regardless of what name is decided on, the city airport will always be known as the Rochester Airport. The sentiment of the chamber is that the airport has the same status as a railroad station and should be given the name of the city.

Mr. Burton said that as privately-owned fields develop they can be named for persons whom it is desired to honor, but that in the case of Rochester's flying field, it is strictly a commercial proposition and that calling the field Rochester Municipal Airport would greatly facilitate matters.

Rear-Admiral Fullam was born in Pittsford and resided in Rochester for some time. He was greatly interested in the development of aviation and spent the latter years of his life in promoting a national policy.

The American Legion is likewise reported as opposed to the naming of the field for Admiral Fullam, and in view of the opposition, action by the council is not looked for in the immediate future.

SEP 10 1928

City To Advertise For Bids On Shoes For Charity Board

City Purchasing Agent Wendell E. Andrews will advertise for bids on \$11,000 worth of shoes for the Bureau of Charities next Wednesday.

This is a departure from previous custom, as heretofore shoes have been purchased by the city from individual shoe stores.

Mr. Andrews is confident that the city will experience considerable saving in the new procedure. According to records of the Bureau of Charities, the bulk of shoes has been given away by the city during August and September, in preparing children for school.

The previous system was to give an order to persons who applied for shoes, the patronage being spread among the city stores.

CITY MANAGER WOULD HOLD BROAD STREET EXTENSION UNTIL FINANCING IS SURE

Statement of City Manager Story Advocates Doing Work Sectionally and Not

City Manager Story's statement on the question of extension of Broad Street eastward follows:

We have given the Broad Street question considerable study, and it is apparent that there are many complications to be found, even in the simplest section of it.

We have anticipated the preparation of an ordinance for the Broad Street extension, and have done a lot of work upon it. Excess condemnation will be necessary to enable the realizing of pieces of property into salable and useable sizes and shapes. But excess condemnation will not pay for the cost of the extension. As we look at it today, we must consider excess condemnation as the means of reclaiming property and not as a source for financing the improvement. In fact, the law does not permit the wholesale taking of property for revenue purposes.

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Before the Council finally acts, it should know thoroughly the financial condition of the city and weigh carefully the need for the extension as against other demands upon our borrowing capacity. There have been no letters or committees from any organizations communicating with me upon the subject to date. Mr. Goodwin's resolution will receive consideration by the Council at the special meeting Monday evening.

Real Estate Board's Resolutions

A resolution adopted by the Real Estate Board, as given out by Joseph F. Engel, president, is as follows:

1. That the extension of Broad Street from South Avenue to Alexander Street is a necessary and vital project in the development of the central retail and commercial area of the city of Rochester, that the delay in the carrying out of this project is delaying millions of dollars of new construction which will immediately follow the completion of Broad Street.

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Extension of Broad Street

The Real Estate Board presents strong arguments in favor of the extension of Broad Street from South Avenue to Alexander Street "as a necessary and vital project in the development of the central retail and commercial area of the city of Rochester," and the only thoroughfare that will provide present traffic relief to the ever-increasing motor public, and make the business and retail sections more accessible from all sections of the city.

City Manager Story is on firm ground, of course, in insisting that the City Council, before it acts, should "know thoroughly the financial condition of the city, and weigh carefully the need for the extension as against other demands upon our borrowing capacity." This is merely good business prudence. The Real Estate Board, which is composed of business men, would not expect the city to undertake an important improvement project without first making provision for financing it.

But there are a number of important improvements, action upon which cannot be delayed indefinitely. A start must be made somewhere. The cost of extending Broad Street will not grow any less as time passes.

The fact that the city administration already has done considerable preliminary work on the preparation of an ordinance for the Broad Street extension ought to facilitate matters in reaching a final decision. The resolutions of the Real Estate Board also emphasize the need for the early appointment of a Financial Advisory Council.

Seeks TAXPAYER MOVES FOR NEW ACTION

Corporations Are Not Assessed for Strips Owned Along the Tracks and for Privileges

A demand that the City Council redraft the ordinance prepared for the paving of Lake Avenue, between Winchester Avenue and the Buffalo, Rochester & Pittsburgh Railway tracks, so that public utility corporations pay their proportionate share of the assessments will be made by Frederic A. Hughes of Tupper Street, a residence of the Twenty-third Ward. This demand will be made at the special meeting of the City Council tomorrow night when a first hearing will be held on proposed ordinances.

Hughes has placed the matter before Vice Mayor Isaac Adler, who has taken under consideration the facts unearthed by Hughes in his study of the property situation along the avenue.

ASKS HELP OF OTHERS

Under the ordinance, the New York State Railways and the Rochester Electric Corporation were the only ones assessed.

The City Council has placed the matter before the City Council tomorrow night when a first hearing will be held on proposed ordinances.

Hughes has placed the matter before Vice Mayor Isaac Adler, who has taken under consideration the facts unearthed by Hughes in his study of the property situation along the avenue.

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Redrafting of Lake Avenue Paving Ordinance

5,000 Damage

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Unfinished House

Broad St. Program, Lake Ave. Pavement Before The Council

Goodwin, Believing City Will Profit by Highway Extension, to Move Resolution—Mid-Year, 1929, Fixed as Date for Completion of Repairs.

The City Council tonight will have before it two matters of general importance to the city at large, a resolution calling for preparation of an ordinance covering the extension of the Broad Street, and the hearing on the improvement of Lake Avenue, between Winchester Street and the Buffalo, Rochester & Pittsburgh Railroad tracks.

The Broad Street extension resolution, to be introduced by Councilman Harry C. Goodwin, specifies the stretch of the proposed extension between South Avenue and Williams Street. It is considered probable that the council will table this resolution until the next regular meeting Saturday night.

City Manager Stephen B. Story and Mayor Joseph C. Wilson have both advised that the city go slowly in the matter of Broad Street extension.

While the general impression has been that the city has plenty of funds at hand, the fact of the matter is that the city is within approximately \$2,500,000 of its debt limit at present, which leaves but a small margin for carrying on work, the cost of which is chargeable against the city-at-large.

Cost of such an improvement as the Broad Street extension does not come under the exemption of self-sustaining local improvements from municipal debt limits as provided in state legislation which released \$10,000,000 from Rochester's debt limit. The proposed Broad Street extension is not a self-sustaining improvement, the major portion of the cost falling against the city-at-large.

Furthermore, Rochester will not benefit from the 20 per cent. increase in assessed valuation until December. Speculation today was that Councilman Goodwin's resolution might get as far as a request on the finance and public works and engineering committees to report to the council the state of finances of the city and contemplated work which would further cut the debt margin.

Goodwin Firm On Stand

Councilman Goodwin's belief is that the section of the proposed Broad Street extension between South Avenue and Williams Street is the most logical to undertake first. He believes that the city would receive returns from this section.

Welcome News

Revision of Rochester Building Code Will Assure City of Better Construction

Assurance that revision of the Rochester building code, which has long been in progress, is expected to be completed and ready for submission to the City Council by December 1, will be welcome news to all who are interested in the building industry.

Being prepared by Clarence M. Platt, corporation counsel, and Rudolph P. Miller, New York engineer, it will be a more comprehensive guide for building than has ever before been prepared for this city. It will be as modern as expert knowledge can make it.

It will not only embrace regulations on how and where buildings may be erected, but attempt to secure the maximum of safety, light and air for them.

Action on Broad Extension Delayed by Councilmen When Story Asks for Conference

Chamber of Commerce, American Legion Representatives Oppose Naming of Airport for Admiral Fullam

By HIRAM MARKS

Action on the resolution for Broad Street extension was postponed last night by the City Council, pending a conference of councilmen Friday afternoon at 3 o'clock.

Opposition to the naming of the Municipal Aviation Field for Rear-Admiral William F. Fullam developed from the Chamber of Commerce and the American Legion, each having different proposals.

The Chamber of Commerce, represented by T. Carl Nixon, Theodore Briggs, Robert J. Murphy and William G. Staudenmaier, claimed the county airport was first in the field for having the name "Curtis" adopted.

The American Legion, represented by T. Carl Nixon, Theodore Briggs, Robert J. Murphy and William G. Staudenmaier, claimed the county airport was first in the field for having the name "Curtis" adopted.

The resolution for naming the airport for Admiral Fullam was introduced by Councilman Harry C. Goodwin. It was opposed by the Chamber of Commerce and the American Legion.

'Fullam Field' Is Opposed

Opposition to the naming of the Municipal Aviation field for the late Rear-Admiral William F. Fullam developed from two sources last evening at a public hearing on the resolution conducted by the Public Works and Engineering Committee of the Council. Fred J. Cross, speaking for the Chamber of Commerce, asked that the field be called the Rochester Airport.

Mr. Cross said that it was with considerable embarrassment that he appeared in opposition to a proposal to name the field after a man who so faithfully served the nation as Rear-Admiral Fullam, and who had manifested keen interest in aviation.

Says Field Should Be Larger

In response to an inquiry by Councilman Harry C. Goodwin, who, with Councilman Edward P. Flynn, chairman, and Councilman Joseph L. Guzzetta, make up the committee, Mr. Cross said that he did not believe that the Rochester field would be adequate in size, and that an addition to it would be necessary before long, and he predicted that several other fields would probably be located around Rochester.

Mr. Nixon, who with Theodore Briggs, Robert J. Murphy, Jacob Ark and William G. Staudenmaier made up a committee of the American Legion, appointed to urge upon the Council the naming of the field for Mr. Curtis, said they were acting under mandate of a resolution adopted at the county convention in Webster, 1927, at which 6,000 service men affiliated with the Legion and representing 16,000 men

OFFER 3 NAMES FOR AIRPORT

Three names instead of one are receiving consideration of the public works and engineering committees of the City Council, entrusted with the task of naming the municipal aviation field.

These committees last night held a hearing on a resolution to name the field after Rear Admiral William F. Fullam. Reading of the petition for adopting the name, "Fullam Field," was followed by protests from the Chamber of Commerce and the Monroe County organization of the American Legion.

The Chamber of Commerce representatives asked that the field be known simply as Rochester Field or Rochester Airport, while the county legion asked that it be named Curtis Field in memory of Edward Peck Curtis, Rochester's foremost World War ace.

The legion representatives, consisting of T. Carl Nixon, Theodore Briggs, Robert J. Murphy and William G. Staudenmaier, claimed the county airport was first in the field for having the name "Curtis" adopted.

They submitted to the council copies of a resolution adopted by the ninth convention of the legion, June 4, 1927, asking the Common Council of the old government to consider honoring the memory of Edward Peck Curtis.

Frederick W. Burton and Fred Cross, Chamber of Commerce secretaries, said the field should bear the name of the city and none other, to avoid confusion in the transportation world.

The committees deferred action. They are expected to make a report at next week's meeting.

The City Council Meeting In Brief

The Rochester City Council at its meeting last night transacted the following business:

Approved opening of negotiations for purchase by the city of a piece of land in North Water Street, at the foot of Mortimer Street, which may be used eventually for approach to new bridge over the Genesee River.

Heard opposition expressed to naming the municipal aviation field for the late Rear Admiral William Freeland Fullam, this opposition being voiced by the Monroe County American Legion and the Rochester Chamber of Commerce.

Received engineer estimates for more than a half-million dollars' worth of local improvements, including Plymouth Avenue from Clarissa Street to the Pennsylvania tracks near Genesee Valley Park, Lake Avenue between Winchester Street and the B. & P. Railroad, and Court Street between South Avenue and Exchange Street.

Approved appropriation of Rochester's share in support of the State Bureau of Municipal Information of the State Conference of Mayors.

Held hearing on Lake Avenue improvement ordinance.

Deferred discussion of resolution asking for ordinance for extension of Broad Street from South Avenue to Williams Street until after conference of council members called by City Manager Story Friday afternoon at 3 o'clock.

Took action on several minor ordinances and resolutions.

A detailed report of last night's council meeting appears on Page 16.

Goodwin Postpones Broad Street Move Pending Conference

Story Suggests Informal Meeting of Council Friday on Complications Affecting Proposed Extension of Thoroughfare

Councilman Harry C. Goodwin last night deferred introduction of his resolution asking for preparation of an ordinance for extending Broad Street from South Avenue to Williams Street pending an informal meeting of the council Friday afternoon.

The Broad Street matter was expected to cause considerable debate at last night's council meeting, but on Mr. Goodwin's submitting his resolution, City Manager Stephen B. Story suggested that a meeting of the council be held Friday in his office, at which he would lay before it certain complications which had arisen. He asked that discussion of Mr. Goodwin's resolution be deferred until the next meeting of the council.

Mr. Goodwin said that holding of an informal meeting of the council on the matter Friday was agreeable to him but that he would reserve the right to make public the facts presented at the meeting. To this Mr. Story said it was a public matter and that he had no objection, whereupon Mr. Goodwin withdrew his resolution for one week.

Mr. Story and Mayor Joseph C. Wilson have urged caution on the part of the council before taking action on the Broad Street extension. Before the council enters into discussion of the project, Mr. Story said he desires to acquaint its members with all the ramifications of the various proceedings necessary before the work can be undertaken, which includes excess condemnation proceedings, and the cost.

Two Lake Avenue improvement ordinances, one specifying concrete and the other asphalt pavement for the stretch between Winchester Street and the Buffalo, Rochester & Pittsburgh tracks, came up for hearing, but aside from a lengthy statement by a resident of the Twenty-third Ward who said he represented a group of friends, there was no appearance.

The resident of the Twenty-third Ward, Frederick Hughes, attacked past administrations for "not taxing public utilities to the full" and said that indications were that the present administration was apparently falling into the footsteps of the past administrations. When asked by Mayor Wilson to submit a copy of his statement to the council, Mr. Hughes refused, but said he would give the council a copy of data he had obtained concerning the various proceedings.

TUESDAY, SEPTEMBER 11, 1928

Discussing Broad Street Extension

No action was taken on the proposed Broad Street extension ordinance at last night's meeting of the City Council.

City Manager Stephen B. Story asked for an informal conference with members of the council, which will be held Friday afternoon. It is understood that the question of financing presents difficulties, as a considerable share of the expenditure would be borne directly by the city.

Financing difficulties can usually be overcome, however, when it is really desired to go through with an undertaking.

Some business interests feel that such an addition to the commercial frontage of Rochester is not yet needed. That would have a bearing on the financing, as both the meeting of direct assessments and the possibility of return to the city from increased property values and taxes are tied up with business development of the new street.

The obvious danger is that if action is too long deferred some of the property along the proposed right of way which is now used for parking stations may be built upon.

COUNCIL TAKES ITS FIRST STEP IN BRIDGE PLAN

City Moves for Acquiring Water Street Property Intended To Be Used for Approach to Span.

The first step toward purchasing a piece of property in North Water Street at the foot of Mortimer Street which in the future may be used as an approach for a new bridge over the Genesee River was taken by the City Council last night.

The land in question is now occupied and, according to Mayor Joseph C. Wilson, can be bought by the city for a price much less than the assessment. For some years the city has desired to purchase this land, but the price has been prohibitive, it was said.

The ordinance specifying "determination to authorize purchase of and direction to negotiate for lands on North Water Street," was introduced by Mayor Wilson, and approved by the council.

Mr. Wilson said there is no immediate plan for construction of a new bridge, but that the city in purchasing the property is making a sound investment against probable jump in land values and will be ready to proceed with construction of a bridge should this plan materialize.

There has been discussion in certain quarters for the widening of Mortimer Street as a parallel thoroughfare to Main Street, but this will not be realized for some time, it is felt. Construction of a bridge at the foot of Mortimer Street is not considered likely until such time that the city is prepared to carry out the entire project.

The council also received an ordinance introduced by Councilman Isaac Adler authorizing appropriation of \$750 for Rochester's share in maintaining the State Bureau of Municipal Information in the State Conference of Mayors. The ordinance was referred to Finance Committee.

Estimates on local improvements totaling \$519,500 were substituted by the Commissioner of Public Works as follows:

Norton Street and Culver Road district sanitary and storm water outlet sewers, \$95,000; Norton Street combined outlet sewer, \$10,000; Rochester Street concrete pavement, walks and glading, \$5,100; Portage Street asphalt pavement, \$23,000; Naples Street sewer, walks and grading, \$11,000; Luella Street asphalt pavement, \$16,500; Mead Street concrete pavement, \$30,000; Velox Street concrete pavement, \$14,000; Robin Street walks and glading, \$3,500; Player Street walks, \$1,200; Mt. Hope Avenue asphalt pavement resurfacing, \$37,000; Court Street asphalt pavement, \$45,000; Plymouth Avenue asphalt pavement, \$175,000.

From Planning Ordinance

Estimates on the Lake Avenue improvement ordinances, concrete pavement, walk and storm water sewer, \$201,000, and asphalt pavement, walk and storm water sewer, \$226,000, are not included in the total estimates given above.

The Plymouth Avenue asphalt pavement specified is between the Pennsylvania Railroad tracks, near Genesee Valley Park, and Clarissa Street. The Court Street improvement is between South Avenue and Exchange Street, over the Court Street bridge.

An ordinance introduced by Councilman Peake, providing for planting of trees on nearly a dozen city streets. This ordinance was referred to local improvement committee.

LEGION, C. OF C. FIGHT NAME OF FULLAM FIELD

Opposition to Designating Rochester Airport in Honor of Late Admiral Voiced at Council.

The Rochester Chamber of Commerce and the Monroe County organization of the American Legion last night opposed the resolution introduced in the City Council by Mayor Joseph C. Wilson naming the Municipal aviation field for the late Rear Admiral William Freeland Fullam.

Representatives of the chamber and the American Legion appeared before the public works and engineering committee of the council. Fred Cross, chairman of the aviation committee of the chamber, urged that the Municipal airport be called "Rochester Airport." T. Carl Nixon, speaking for a committee representing the legion, advanced the name of Edward Peck Curtis, World War veteran pilot.

None spoke in favor of naming the field for Admiral Fullam. In his argument for naming the airport for Rochester, Mr. Cross said that he urged this name in place of Rear Admiral Fullam's with considerable embarrassment. He said that Admiral Fullam had done so much for aviation and had shown such tremendous foresight in his effort to promote aviation in the country that it was with extreme difficulty he urged the turning down of the name "Fullam Field."

Addition Essential Soon

Mr. Cross' argument for naming the field for the city was that all of the large cities of the country are naming their municipal airports

Say When, Mr. Manager

Program of City Improvements That Will Fix Time for Broad Street Extension Should Be Drafted

Delay urged by City Manager Story in taking action toward the extension of Broad Street eastward may be necessary at this time, as he says, because the city is not prepared to finance the project.

Formulating a budget, he should know pretty thoroughly whether the city is in a position to start so important and costly an improvement at this time, but

Two city planning commissions have approved plans for the extension, which has long been under consideration. It cannot be denied that if the work had been begun when first proposed, it would have cost much less than now.

And it is just as certain that if the beginning is delayed a few more years the work will be a great deal more costly than at the present time. There is no possibility that it ever can be done any cheaper.

If financial reasons make it impossible to start the improvement now, certainly a program should be outlined so that the people will know WHEN it will be done.

for the cities. He said the Chamber of Commerce recommended that the name "Rochester Airport" be registered so that there would be but one "Rochester Airport" in the United States.

"Eight and ten years ago many aviation fields were named for men who either donated land for the airports or who had been prominent in the field of aviation, but in the past twelve months the tendency of cities has been to name their municipal fields for the city," Mr. Cross said.

Mr. Cross said. This is of importance nationally and internationally, as within a very short time there will be between 25,000 and 26,000 airports in the country.

"For commercial reasons the name 'Rochester Airport' is a distinct asset to industrial Rochester. This asset will become more apparent with the increase in shipment of freight, mail and parcel post, as well as passenger service," Councilman Harry C. Goodwin asked Mr. Cross if he considered that the municipal aviation field would be adequate to handle the traffic in the future, to which Mr. Cross answered, "No."

Mr. Cross said he considered an addition to the present field necessary within a short time. He further said that in all probability Rochester would have six or eight privately-owned airports before many years, and that the municipal airport should be distinguished from these other ports by naming it for the city.

The committee representing the American Legion in urging that the field be named for Edward Peck Curtis was composed of T. Carl Nixon, Theodore G. Briggs, Robert J. Murphy, William G. Staudenmaier and Jacob Ark. Mr. Nixon said that the legion asks this because it feels that Rochester has a man in Mr. Curtis whom it feels merits the honor.

Curtis' Record Cited

"Edward Peck Curtis was one of the foremost pilots of the World War and is now living in Rochester," Mr. Nixon said. "His record is unsurpassed by any aviator in this section. He entered service in Paris, France, Sept. 22, 1917, as a

private in French Army; transferred to the air service in Nov., 1917, as pilot; won French citation for shooting down two enemy planes; transferred to the medical service he again won a French citation for crossing a heavily bombarded terrain to carry in three severely wounded men; commissioned a lieutenant in the United States Army in January, 1918; awarded the American distinction of service cross for heroism in action in the region of Stenay, France, Sept. 27, 1918, when he volunteered to perform a reconnaissance patrol of particular danger and importance 30 kilometers within the enemy's territory, making the entire journey through a heavy anti-aircraft and machine-gun fire flying at an extremely low altitude to procure the desired information.

"We believe," said Mr. Nixon, "that naming the airport for Mr. Curtis will help this council keep faith with the veterans who went out in 1917 and '18 to do their bit."

With three names to consider the public works and engineering committee, composed of Edward P. Flynn, Harry C. Goodwin and Joseph Guzzetta, took the matter under consideration, the expectation being that they will report next Monday night.

PETROSSI ARRESTED FOR BRIBERY

Hold Contractor In City Scandal; Inquiry Now On

Accused of Paying Municipal Employee for Signing Slips for Paving Material Never Delivered—Arraigned in County Court and Released on Bail.

John Petrossi, prominent contractor, is under arrest and an intensive investigation of graft in city improvement contracts is under way this afternoon to form the latest graft scandal in the Department of Public Works.

Petrossi, head of the John Petrossi Company, with offices at 6 State Street, is charged with bribery. Petrossi's home is in Summerville Boulevard.

This afternoon Petrossi was taken to police headquarters where

Bertillon records were made. He was later arraigned before County Judge Frederick L. Dutcher and released in \$5,000 bail.

In addition to many large city jobs, Petrossi has handled hundreds of thousands of dollars' worth of sewer and pavement construction in towns adjoining Rochester.

His arrest, the opening move in an investigation that may uncover paving graft running into thousands of dollars, was brought about through evidence turned in by Edward J. Lynd, 35 Harlem Street, an inspector who acted as a sleuth for Director of the Bureau of Construction and Design Henry L. Howe and Commissioner of Public Works Harold W. Baker.

Petrossi is accused of paying \$50 for signing 10 extra slips for paving materials never delivered. According to Lynd he was sent for yesterday by Petrossi and paid the money.

Petrossi is being represented by Anthony Miceli, attorney. Commissioner of Public Safety George N. Nier would not state whether or not there would be more arrests in this investigation. Street paving inspectors were questioned this afternoon by authorities to ascertain if other contractors are involved.

Shortly after noon the contractor was brought in by Detective Jacob Falk of the Police Department on order of Commissioner of Public Safety George J. Nier.

Six inspectors employed by the city are said to be involved in accepting bribes for passing slips for loads of asphalt never put into pavements or sent from the asphalt plant of the contractor.

This latest investigation was expected to disclose a graft system far beyond any yet uncovered by the new administration. Detectives had been engaged the greater part of today in rounding up the inspectors and the contractor.

Questioning of the contractor was carried on by Commissioner Nier, Chief of Police Andrew J. Kavanaugh, and Detective Lieut. Anthony Andrews. Commissioner Nier admitted this investigation has been in progress for more than a month by Henry L. Howe, director of design and construction, and Commissioner of Public Works Harold W. Baker.

Commissioner Nier declared he is now in possession of sufficient evidence to make an arrest, and this arrest is expected before tonight.

The city manager administration has already uncovered three other defalcations in the matter of city funds, one involving the sale of plumbing board examinations, the second theft of money in the bureau of buildings and the third the theft of money in the department of public works. All arrested in these cases are now under indictment, and confessions said to have been obtained.

Commissioner Nier believes that it may be found that these latest defalcations in the matter of bribing inspectors and payment for materials by the city that were never delivered may be found to have been practised over a considerable period of years and involving amounts amounting into the thousands of dollars.

City officials obtained the evidence through the alleged attempt of the contractor involved to bribe an honest inspector, Edward J. Lynd, 45 Harlem Street. This inspector, it was said, felt that besides owing the city eight hours of his labor daily, he owed his allegiance to his employer.

Lynd has the reputation of being one of the "toughest" men employed by the city as to insisting that the letter of specifications be adhered to. He was said to have found himself up against the question of whether he should remain honest himself and say nothing, or take steps to protect municipal funds.

Lynd decided to report the matter to his superior and went to Director Howe. Mr. Howe had Lynn sign extra slips for loads of asphalt never delivered, and the investigation, involving the detective bureau, began.

Lynd sign extra slips for loads of asphalt by the contractor for signing these extra slips on which the contractor is paid.

Lynd was said to have been paid street job. There are two inspectors on each job, one at the asphalt plant and one on the job. The inspector at the asphalt plant signs the load and inspects it, tests the slip that the load is correct and gives it to the driver of the truck. The inspector on the job signs the slip showing that the load has been put into the pavement. The alleged system of graft was to sign slips for loads that never went through, and the contractor thereupon had a record of loads put into pavement according to specifications and split the amount he was paid for the load with the inspectors, keeping 50 per cent, for himself.

Lynn, a young man, was a student for the priesthood at St. Bernard's Seminary but left the seminary because of ill health. He entered the employ of the city in outside work to regain his health, according to Commissioner Nier.

1929 TAX RATE, SAME, HOPE OF CITY OFFICIALS

Council Meets Saturday Night To Confirm New Rolls—Expected To Adopt Budget Nov. 15

While city officials today were unable to state definitely what the tax rate for 1929 would be, their hope was that it would not exceed the rate of \$25.75 per \$1,000 which prevailed this year.

Under provision of the new charter the City Council will meet Saturday night to confirm the 1929 tax rolls. Little increase in the assessments for 1929 are expected to be shown in the new tax roll. The 1929 assessments become a lien against property about Nov. 15 when the budget will be adopted by the City Council.

The increase in assessments for 1929 are largely in connection with new building, according to George S. Taylor, City Assessor.

Exact figures for the 1929 rolls will not be ready before the meeting of the council Saturday night. The Board of Assessment Review held its final meeting today, but the decision of the board regarding assessment allegations may require study by the board until Saturday noon.

Taxes in Installments

Some hope was expressed by Comptroller Clarence E. Higgins that there might be a reduction in the 1929 tax rate, but this depends entirely on what appropriations are made for 1929.

Statements of departmental expenditures for the first nine months of this year will be in the hands of the department heads by Oct. 5, Mr. Higgins said, to permit them to estimate 1929 expenditures for next year's budget.

Rochester property owners will be allowed to pay their 1929 taxes in two installments in 1929. The first installment falls due in January and the second in July. The entire tax may be paid in January.

Salary increase demands are expected from city employees in almost all departments, but with the efforts of city officials to reduce the tax rate, any general increase in salaries apparently is not contemplated.

Notice on Water Rents

Some increases in salaries might be made, it was intimated, when employees merited more money, but the salaries of department heads are to remain the same.

An advertisement appears in Rochester newspaper today notifying taxpayers that all past due water rents and local improvement assessments remaining unpaid Oct. 1 will be added to the general city tax rolls for 1929 with accrued interest and penalties prescribed by charter.

The city charter, which directs payment of taxes in January and July in each year, also establishes the date for making the additions to the next year's tax rolls.

ASSESSORS CUT TAX OF K. C., MASONS

Grant Full Exemption on Property of Turn-Verein Under Amended Charter

COUNCIL TO O. K. ROLLS

Officials Say They Do Not Expect 1929 Rate Will Exceed Last Year's

The City Board of Assessment and Review yesterday reduced the assessment on the Knights of Columbus Building in Chestnut Street from \$892,400 to \$575,000, and the assessment of the Masonic Temple from \$500,000 to \$200,000.

As was explained by City Assessor George S. Taylor, who is secretary of the board, both these buildings were regarded as unfinished, as the Knights of Columbus Building is only partially occupied, and the Masonic Temple is in the course of construction, with the work not scheduled for completion until late next year.

Turners Fully Exempted

The board completely exempted the Rochester Turn-Verein property in Clinton Avenue North, which was assessed for 1929 at \$79,100. The Rochester Turn-Verein was founded in 1854, and for 30 years was tax free. The charter of the organization was recently amended, and under opinion of Corporation Counsel Platt, and Deputy Corporation Counsel Gelsner, the organization came squarely within provisions of the statute that compels exemption such as is extended to the Y. M. C. A., the J. Y. M. A., and other organizations.

The work of the Board in determining the validity of protests against assessments on Rochester property for 1929 was concluded yesterday afternoon with a conference with Forrest V. Taylor of Worcester, Mass., owner of a large amount of Rochester real estate, including the Taylor Building in Main Street East, which he acquired from the Hiram Sibley estate for \$2,000,000. The entire subject of municipal taxation was canvassed with Mr. Taylor who protested against real estate taxation in general, but made no specific complaint against any parcel of property owned by him in Rochester.

Discuss Tax Problem

The board, which is made up of Mayor Joseph C. Wilson, Comptroller Clarence E. Higgins, Corporation Counsel Clarence M. Platt, William G. Hall, and John J. Leight, went into considerable detail with Mr. Taylor regarding the taxation problem in Rochester, and told him of the high class of municipal service that is demanded

here and the willingness of the people to pay for it, provided they got complete value for the tax dollar. This, the City Manager administration is endeavoring to do, the members of the board advised Mr. Taylor.

Among the parcels of property owned in Rochester by the Taylor interests are the Glenn Building, the building occupied by the Kenney Restaurant in Main Street East, building occupied by the Union Clothing Company, the Family Theater, and other parcels. They also have large realty holdings in Providence, Boston, Worcester, and other cities. Mr. Taylor was accompanied by William Moore of the Garfield Company, who looks after his interests in Rochester.

Comparatively few complaints were made against the assessments this year. There was no general increase for the 1929 assessment as compared with 1928, which represented an increase of 20 per cent. in valuation over 1927. The City Council will meet Saturday night at 8 o'clock to confirm the assessment roll. Under the provision of the City Manager Charter, the budget for next year must be made up by City Manager Story by Nov. 1 and submitted to the Council, which must act on it by Nov. 15. The taxes will become a lien on that date. One-half of the taxes are due on Jan. 1, and the other half on July 1.

Avoids Borrowing

Under this system large sums will be saved to the city in interest charges, as it will not be necessary to borrow some five million dollars or more, as formerly, to defray the expenses of the city until the taxes are due on May 1.

Comptroller Higgins said that a careful investigation was made of all matters that came before the Board of Assessment and Review. An effort was made to treat the interests of the city and those of the taxpayers equitably, he said, and he thought that when Mr. Taylor was acquainted first hand with the situation prevailing here, he was in a much better frame of mind regarding his Rochester taxes, which in the aggregate amount to a large sum.

City Treasurer John Kane called attention yesterday to an advertisement appearing in the Rochester papers notifying taxpayers that all past due water rents and local improvement assessments remaining unpaid October 1 will be added to the General City Tax rolls for 1929 with accrued interest and penalties prescribed by charter. Herebefore payments on delinquent water rents have been accepted up to February 1, and for local assessments up to March 1 in each year. The City Manager Charter, which directs the payment of taxes in January and July in each year, also establishes the date for making the additions to the next year's tax rolls.

To Become Lien in November

The General City Tax for 1929 will become a lien about Nov. 15 of this year, and may be paid one-half in January without interest, and one-half any time before Aug. 1 without interest. All additions of delinquent water and local assessments however, must be paid in the first half.

The tax rate for 1929 will be computed after the budget is approved. City officials say they do not expect it to exceed that of this year, which is \$25.75 per thousand.

The place of the late Alvin H. Dewey on the Municipal Museum Commission will be a difficult one for City Manager Story to fill. As a matter of fact Mr. Dewey's intense enthusiasm for archaeological research, the energy he put into wresting hints of the past from the soil of Western New York and the very real scholarship which he brought to task of interpreting his finds made his loss a sad one for the museum. To this must be added a personality at once kindly, shrewd and magnetic.

NEW ARRESTS DUE IN CITY GRAFT

Two Disappears Charged with Bribery



JOHN PETROSSI
Prominent Rochester city paving contractor who is free on bond of \$5,000 after he had been arrested on bribery charges that culminated the uncovering of the worst City Hall scandal in years. The photo resulted from a speed flashlight while Petrossi was on his way to the inquiry conducted by Safety Commissioner Nier and other city officials.

WILL BARE STARTLING FACTS, SAY OFFICIALS

Municipal public works honeycombed with graft, with no avenue open to fully establish the exact amount stolen from taxpayers, was the picture painted by city officials today as they resumed investigation of alleged fraud and bribery of street improvement inspectors.

That the arrest yesterday of John Petrossi, one of the city's most prominent pavement and sewer contractors, would be followed by the arrest of others employed in city work seemed almost a certainty.

Petrossi was arraigned in City Court this morning on a charge of bribery, and pleaded not guilty. His case was adjourned until September 21. The contractor's attorney, Anthony Miceli, accompanied him into court, but there was no testimony.

ONLY 'DROP IN BUCKET'

Safety Commissioner Nier said the \$50 graft paid to Edward J. Lynd, the honest inspector who turned detective to aid in bringing about the arrest of Petrossi on a charge of collecting for ten loads of asphalt never laid in Jersey Street, was but a drop in the bucket compared to what the city had probably paid on public work for illegal extras, made possible by conniving by contractors and inspectors.

Mr. Nier said he did not expect to get at the bottom of all such conniving, but believed the newest graft investigation would disclose other bribery similar to that charged against Petrossi, and perhaps involving other contractors.

INQUIRY FINISHED

Meanwhile the investigation of the waterworks collection fund of the Public Works Department which led to the arrest of Edward McGrath, an accountant, on a charge of manipulating a check of \$300 to his own account, was announced as finished by City Manager Story and ready for submission to the Finance Committee of the City Council tomorrow night.

The total amount missing from the collection fund, Mr. Story said, would not be disclosed before going to the Council. It was learned, nevertheless, that the sum missing exceeds \$25,000. McGrath is now out on bail awaiting action of the grand jury.

A money missing from the public works collection fund was in three checks paid to the city by plumbers over a period of five years, the survey going back to 1923, Mr. Story said.

In commenting on the newest scandal, Mr. Story said that investigation of city departments where there lurked any possibility of graft was but well under way.

'CHANCE TO DIP'

"It looks as if wherever there was a chance to dip there was a willing hand ready to dip," he said.

Safety Commissioner Nier continued to withhold the names of all street improvement inspectors who were examined before a close case was found against Petrossi.

The particular inspector at the Petrossi asphalt plant, who, Mr. Nier said, sent extra slips along with the contractor's signature, was Thomas F. Trimble.

Each slip represented a ton of asphalt or a cash value of twelve dollars, Mr. Nier said. He said the investigation showed that one inspector who had signed extra slips did not know until too late that the contractor was collecting for each ton at the rate of twelve dollars a ton. He added:

"All this inspector got for his

cheating was gas and oil for his automobile. His story was easily obtained when told he had been double-crossed and the system was to receive cash, the contractor taking half and the inspectors splitting the other half.

WHAT SYSTEM WAS

"The inspector at the asphalt plant who provided the slips got one quarter and the inspector who signed for the laying of each ton of asphalt got the other quarter."

The police case against Petrossi has been in the making since June 3, when Lynd went to work on Jersey Street, according to Mr. Nier.

Lynd, a former divinity student at St. Bernard's Seminary, seeking outside employment because of ill health, got his first chance as an inspector on Jersey and other streets where Petrossi was making improvements.

Lynd first scented bribery when the first batch of extra slips came, with no asphalt to show for them. He refused to sign the slips.

This, he claimed, alerted both Petrossi and other inspectors to him with suggestions to "be smart" and "play the game" according to established practice.

Instead he played the city government's game, and communicated the workings of the system to Henry L. Howe, chief city engineer. Safety Commissioner Nier and the police then laid plans to trap Petrossi.

Lynd was instructed to play the graft system and sign slips, as they came alone. This he did, providing to Mr. Nier, and on Tuesday of this week came the time for payment on ten slips which he signed.

Detective Lieutenant Andrews and others working with him claimed to have relieved Lynd of all the contents of his pockets when they sent him to collect from Petrossi. When he returned he had \$50, representing half of the sum collected for ten tons of asphalt.

Final payment was not made, the police said, until sufficient time had elapsed for Petrossi to collect from the city. Contractors are paid as street work progresses, with the inspectors providing estimates of work done until the work is finished.

Mr. Nier today declined to say whether any inspectors would be arrested. At least six he admitted were under suspension and subject to call in the inquiry.

Evidence in this case is said to have been obtained through an inspector who reported to his superiors an attempt to bribe him to sign for material not actually delivered.

This man is entitled to credit for his vigilance and honesty. It is also to be noted that he had confidence that the new city government would give the matter prompt attention. John Petrossi, a contractor, is now charged with bribery.

This paving investigation promises to take a wider scope than the three other cases of defalcations running back for years previously uncovered. It should stop a leak which was costing taxpayers heavily, with possible recovery of losses by means of civil suits.

Arrest of Petrossi Intimated Only Opening Gun in Investigation of All Municipal Work Which May Bare Greatest Scandal in City's History.

[illegible]

Police Chief Andrew Kavanaugh is working in close co-operation with Commissioner Nier and the detective bureau is playing a major part in the investigation.

Dismissal of three city pavement inspectors and possibly more was today expected to be an early development in the pavement graft investigation in which John Petrossi, prominent contractor, is under arrest for bribery of an inspector.

ing men. We do not wish to infer that this situation applies to all contractors in the city."

City Self Satisfied and Leans Too Heavily on George Eastman, Says Forbes Magazine; Eastman Sets Pace, Declares Story

[illegible]

Disagrees Vigorously With Mrs. Montgomery's Report They Protect Liquor Men

If we are to participate in the enforcement of the prohibition amendment, your people should work for the re-establishment of a state enforcement act which would vest us with the power to do what the Federal government agencies are now supposed to do. Please pardon my frankness in replying to your letter.

More Rigid Inspection of Future Street Work To Follow Probe

past of alleged petty grafting in the inspection forces of the city and has given much thought to the matter. It has been difficult, he said, to run the matter down until the disclosures that were made to City Engineer Howe by Edward J. Lynd, 55 Harlem Street, who assisted in

with the State Highway Department, and he has been schooled to look for irregularities in the delivery of materials and the execution of public work, and he does not feel that any great amount of grafting has been done here. Under the procedure in which contracts are

And if we
have an in

Tremendous Cost of Constructing Subway
Advanced as Argument in Conference
for Caution in Project Urged
by Councilman.

luculent part in finding an answer.

Whatever differences existed between Mrs. Helen Barrett Montgomery and City Manager Stephen B. Story relative to the Rochester police department were smoothed out yesterday morning when Mrs. Montgomery called at the City Hall at the City Manager's request.

After an hour's conference with the city manager, Mrs. Montgomery's only reply to inquiries by reporters was:

"I consider the incident closed."

come before the people, it will
giving an answer.

Strong, progressive leadership for the Women's City Club will be continued as the mantle of its presidency goes from Mrs. Walter S. Meyers to Mrs. Helen Probst Abbott, one of its organizers and its first president.

And in the questions to come before the people, it will have an influential part in finding an answer.

Huge Graft System May Be Uncovered In Contracting Inquiry

Arrest of Petrossi Intimated Only Opening Gun in Investigation of All Municipal Work Which May Bare Greatest Scandal in City's History.

Tentacles of the law today were reaching out into every branch of municipal work involving outside contractors in an investigation which may uncover the greatest graft system ever disclosed in the history of Rochester.

The opening gun was the arrest yesterday of John Petrossi, pavement and sewer contractor, of 6 State Street, charged with bribing a city inspector.

With reins of the investigation in the hands of Commissioner of Public Safety George J. Nier, a former assistant district attorney, City Manager Stephen B. Story and other city officials are confident that the matter will be completely brought into the light of day and the city and its taxpayers saved possibly hundreds of thousands of dollars by the alleged corrupt.

With three investigations, plotted in connection with fraud and theft of money, and indictments obtained by Nier, the investigation with a det. which already has resulted in the arrest of Petrossi, one of the best contractors in this section, also the examination of pavement inspectors.

May Be Other Arrests

Petrossi was arrested yesterday afternoon, photographed and fingerprinted at police headquarters before County Judge Frederick L. DuChene and released on a \$5,000 bond. He pleaded not guilty. The bond was furnished by Pat Napadano, Assistant District Attorney Charles J. Mondo appeared for the prosecution and Anthony Miceli for Petrossi.

Petrossi then was arraigned in City Court today before Judge Kohlmetz on a charge of bribery. He was represented by Attorney Anthony Miceli, who entered a plea of not guilty for him. The case was adjourned until Sept. 21.

The contractor under arrest has constructed hundreds of thousands of dollars' worth of streets and sewers in Rochester and surrounding towns and villages.

What turn the investigation would take within the next 24 or 48 hours Commissioner Nier would not state. He admitted there might be other arrests, but declared that as yet he was not in possession of evidence which would show that other contractors had been tampering with the integrity of city inspectors and defrauding the city and taxpayers.

Nier and Story were emphatic in their commendation of Edward J. Lynd, pavement inspector, who reported the alleged corrupt practice of Petrossi to Henry L. Howe, director of the bureau of construction and design.

Trap Laid for Bribers
"The mistake was made in trying to bribe an honest inspector," said Mr. Nier. "When Lynd came to Mr. Howe a few months ago we asked if he would aid us in illuminating this swindle system and he agreed. As an inspector it was his duty to protect the city from fraud and he assumed his obligation."

"Lynd informed us that he had been approached and asked to sign receipt slips for loads of asphalt on the Jersey Street pavement job which were never sent from the plant or delivered. He refused, and for a short time was in a quandary as to what steps to take. He had been told that 'everyone' was doing it and he would be 'taken care of.'"

On Lynd's reporting the matter to Mr. Howe, Commissioner of Public Works Harold W. Baker, Mr. Story and Mr. Nier were also informed and plans for snaring the guilty parties made. Lynd was ordered to sign "extra" slips and then to collect his bribe.

Say He Was Paid \$60
The inspector signed 10 extra slips for loads of material never delivered or put into pavement, and was then ordered to "run across" Petrossi and give him opportunity to pay him. Lynd set out, followed by Lieutenant of Detective Anthony Andrews. The inspector met Petrossi and was taken to the following place:

addressed to customers of the city, with a bank of leading contractors, extra advantages to grant greater business for customers.

PAVING PROBE MAY RESULT IN 3 DISMISSALS

Dismissal of three city pavement inspectors and possibly more was today expected to be an early development in the pavement graft investigation in which John Petrossi, prominent contractor, is under arrest for bribery of an inspector.

Commissioner of Public Works Harold W. Baker said a shakeup would come within 48 hours, and that three or four inspectors would be discharged.

Commissioner Baker, Commissioner of Public Safety George J. Nier, and Henry L. Howe, director of the Bureau of Construction and Design, were in conference late this morning, believed to be deciding the fate of the inspectors implicated in the alleged graft.

City pavement inspectors are appointed under the municipal civil service system and all now on the force were appointed under the old administration and are receiving from \$2,200 to \$2,400 salary. Thomas A. Trimble, 137 Mayflower Street, an inspector whose name has appeared in connection with the investigation, was brought in for further questioning by Commissioner Nier this morning.

Old Scandal Up Again
Whether any additional information had been obtained today was not divulged by the city officials. Indications were that the investigation is to be kept well under cover for the time being.

The scandal relating to theft of funds from collections in the Department of Public Works which involves Edward McGrath, former clerk in the department, raised its head once more with admission by Mr. Story that he had received the auditor's report and that it would be submitted to the Finance Committee of the City Council probably Saturday.

Mr. Story would not make public the amount which McGrath's accounts were reported to be short, but from other sources the sum was said to exceed \$15,000. The case of McGrath is before the Grand Jury. He is specifically charged with

theft of \$885.10 of the city's money. Investigation of the situation relating to improvement contract work was in progress even before Lynd reported the Petrossi matter to Mr. Howe, according to Commissioner Baker today.

Commissioner declared that he has had a man on the job for four months checking what was going on.

"I have known for a long time that something was wrong," Mr. Baker said. "Both Mr. Howe and myself have never been able to pin it down. The man I have had investigating is not known by Lynd or any other inspector."

Referring to Lynd's part in the investigation, Mr. Baker said:

Grateful to Lynd
"The city owes a debt of gratitude to Mr. Lynd."

The commissioner was asked if it were possible that some streets had been laid short of material specified in the contract. He said it was possible, but not probable that some streets are short asphalt. He said the Department of Public Works has a coring machine which takes out a core of pavement after it is laid and that this core is analyzed and measured in the city's laboratory.

"The graft is on extra mostly," he explained. "Asphalt is paid for to the contractor by the ton delivered and laid. The only way a contractor can cheat very much is to get credit for weight not put in. A limit has been set by the city to extra asphalt that may be put in a pavement, about 10 per cent."

This is the amount that asphalt used may exceed the contract specifications, and it cannot be more than that. Engineers estimate the amount of asphalt to be used in a pavement to meet the required thickness.

"This situation does not mean that all contractors are crooks," he said. "We have contractors here who are high-grade, honest and hard-working men. We do not wish to infer that this situation applies to all contractors in the city."

Rochester Smug? Yes! No! Opinions Differ Widely

City Self Satisfied and Leans Too Heavily on George Eastman, Says Forbes Magazine; Eastman Sets Pace, Declares Story

Is Rochester "the smuggest city in the United States?" Has the philanthropy of George Eastman caused the people of Rochester to rely on him too much, causing them to "lose their spirit of sturdy self-reliance?" Is Rochester "a beautifully-finished product," needing no further effort from its citizens, calling for no further growth?

Four representative citizens expressed widely divergent views when interviewed yesterday concerning an article in the current issue of Forbes Magazine, a business publication, in which A. B. Forbes, its editor, quotes "two men familiar with Rochester" as agreeing that Rochester is the last word in smugness, due to Eastman's influence and a resultant self-satisfied existence which stifles its progress and growth. The article, published in "Fact and Comment" under Mr. Forbes's byline, follows:

What Will Future Be?
Two men familiar with Rochester (N. Y.) were asked yesterday: "It has become the smuggest city in the United States." Part of their explanation was that the philanthropic George Eastman had done so very much for the people that they had begun to lean too much on him and had lost much of their spirit of sturdy self-reliance. They were asked to look upon Rochester as a beautifully-finished product, needing no further effort from them, calling for no further growth. The question, "What will be and by whom?" was not definitely answered.

Any community, like any individual or organization, which is content with its present position and does not strive for perfection is ripe for the development of inferiority. Expressed differently, any city that becomes conceited is sure to decline. Any community, like any individual or organization, which is content with its present position and does not strive for perfection is ripe for the development of inferiority.

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STORY BACKS INTEGRITY OF CITY POLICE

Disagrees Vigorously With Mrs. Montgomery's Report They Protect Liquor Men

ACKS FOR HER EVIDENCE

Says Accusation, if Based on Illogical Gossip Only,

City's Police Force Is Not to Be Blamed for the Excesses of the Liquor Men

By HIRAM MARKS

Because of the rigid inspection of the construction that has been in the Bureau of Public Works for nearly five years since Commissioner Harold W. Baker was appointed, city officials are confident that the alleged grafting, as indicated by the report of John Petrossi on the alleged bribery, has not reached the proportions.

Commissioner Baker said last night that he has been busy with City Manager Stephen B. Story, City Engineer Henry L. Howe, and George J. Nier, Commissioner of Public Safety, checking up various phases of the disclosures in the Petrossi matter, and that nothing as developed that would indicate that the irregularities are of great magnitude.

Expect to Drop Two Inspectors
Both Commissioner Baker and City Manager Story said, however, that nothing will be taken for granted; that the matter will be thoroughly investigated; that there will be a general tightening up in the inspection and manner of handling street work, and that several changes in the inspection forces in the city will be made. It is expected that two inspectors will be dropped today. This will be determined at a conference this morning.

Criminal proceedings against Petrossi, and anybody else who may have been involved in the alleged charges, are being conducted by Commissioner Nier. Mr. Nier will prepare the matter for the Grand Jury, and will turn it over to District Attorney William F. Love. Mr. Nier was before his appointment as commissioner of public safety as an assistant to Mr. Love. The Grand Jury will be asked to make a complete investigation of the charges, having its inquiry on the evidence worked up by Commissioner Nier, Andrew J. Kavanaugh, chief of police, and Anthony Andrews, detective lieutenant, and to present such indictments against any persons found involved in the alleged grafting, as the evidence may warrant.

Promises Vigorous Prosecution
Commissioner Nier said that the case would be vigorously pressed against Petrossi, and he says that from his investigation, and from the statements made to him by the city employees involved in the affair, he believes the paying contractor was the instigator of the scheme for forcing the city to pay for quantities of asphalt that were not delivered. Just how long the alleged grafting has been carried on, can only be a matter of conjecture. Commissioner Nier said, but he shares with Commissioner Baker the opinion that it has not been carried to any sensational extent.

Petrossi was arraigned in City Court yesterday, and pleaded not guilty. His case was adjourned to Sept. 21. He is at liberty on a \$5,000 bail bond. Commissioner Baker had heard rumors some months past of alleged petty grafting in the inspection forces of the city and has given much thought to the matter. It has been difficult, he said, to run the matter down until the disclosures that were made to City Engineer Howe by Edward J. Lynd, 55 Harlem Street, who assisted in

the preparation of the case against Petrossi. Commissioner Baker said that he wanted to make it clear that all street contractors are not under suspicion, as a number of them "are unquestionably business men of the highest repute, and that Rochester has been remarkably free from construction scandal that has prevailed in other municipalities."

Commissioner Baker before his appointment as head of the Bureau of Public Works was connected with the State Highway Department, and he has been schooled to look for irregularities in the delivery of materials and the execution of public work, and he does not feel that any great amount of grafting has been done here. Under the procedure in which municipal paving contracts are let, there is necessarily only a limited opportunity for a contractor to engage in irregularities. The city allows only a margin of 10 per cent from the engineers' estimate in the amount of asphalt that is laid, and rigid inspection is made through out a quarrying machine to make sure that asphalt content of pavements is not short of specifications.

The alleged endeavor of Petrossi to bribe city inspectors came to the attention of the city officials on June 3. Before that, only a small amount of street work was done. In the last three months or more, with the knowledge of Petrossi's alleged activities, there has been a close scrutiny on all work done by contractors, and the city officials say they have found nothing to justify the belief that the practices of Petrossi have been widespread. In several instances, it was said, it was found that contractors went out of their way to give the taxpayers in the streets in which they were engaged in construction work, full value for their money.

Mr. Story has received from Comptroller Clarence E. Higgins a report regarding the theft of funds from collections in the Bureau of Public Works which resulted in the arrest and dismissal of Edward McGrath, former bookkeeper. This report is being prepared for submission to the finance committee of the City Council. While McGrath was before the Grand Jury specifically charged with the theft of \$885.10, it is asserted that the peculations discovered through a check of his account by Comptroller Higgins and his assistants approximated \$15,000.

Since the inauguration of the city manager form of government, four cases of irregularities have come to the attention of the city officials and have been run down by City Manager Story, assisted by Commissioner Nier and other department heads. They concern a shortage in the building bureau, the alleged shortages by McGrath, the sale of plumbers' examination papers, and the present irregularities in paving contracts.

Mr. Story said that every detail of municipal activities is being delved into closely, and that he is confident that when the investigation is completed, public business will be conducted by the administration in a manner that will preclude possibility of graft and thieving.

After an hour's conference with the city manager, Mrs. Montgomery only replied to inquiries by reporters: "I consider the incident closed."

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PAVE GRAFT INEXTENSIVE, BAKER SAYS

More Rigid Inspection of Future Street Work To Follow Probe

PRESS PETROSSIA CHARGE

Expected Conference Today May Result in Dismissal of Two Inspectors

By HIRAM MARKS

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City Officials Urge Caution In Broad St. Extension Program

Tremendous Cost of Constructing Subway Advanced as Argument in Conference for Caution in Project Urged by Councillman.

Tremendous cost of construction of the subway, which was a charge against the debt limit of the city, was to be advanced as an argument for caution in immediate undertaking of the extension of Broad Street at the informal conference between City Manager Stephen B. Story and members of the City Council this afternoon.

This conference was arranged at the suggestion of Mr. Story, following Councilman Henry C. Goodwin's decision to introduce a resolution in the council last Monday asking for an ordinance for extension of Broad Street between South Avenue and Williams Street, a unit of the project, cost of which has been unofficially estimated at from \$6,000,000 to \$12,000,000.

Total cost of the subway to date is nearing the \$12,000,000 mark, according to Comptroller Clarence E. Higgins. In 1928 the city will be obliged to expend \$783,520 in interest and payments on the principal. Bringing this down to weekly and daily payments, the figures are \$2,152 for a seven-day week, or \$15,000 weekly.

The estimate of time over which the total payments will be spread has been set at 30 years, the amount of interest decreasing as payments on the principal are made.

The amounts given above regarding the debt cost to the city does not include the recently authorized expenditure of approximately \$500,000 for repairs.

City Manager Stephen B. Story and Mayor Joseph C. Wilson both urge caution by the city before starting the Broad Street extension program.

The city manager and Mayor Wilson are seeking to obviate any embarrassment to the city. It has been pointed out that the only way in which the city was able to com-

plete the subway was to curtail other improvements.

Beyond this, Mr. Story does not wish to rush into the proposed Broad Street extension until scores of individual problems relating to assessments, re-shaping of property taken over in the excess condemnation proceedings are settled.

Mr. Goodwin has expressed confidence that the city will gain by the completion in a short time. He urges immediate action on the South Avenue to Williams Street unit, as he says the city will derive returns more rapidly from this development than from any other unit in the project.

Mayor Wilson today declared the expense of the subway will be justified. "We do not always build for today," he said. "There are many benefits derived by the people of Rochester from the subway that do not show in dollars and cents. In fact, I don't know what we would do without it."

Mr. Wilson said the Broad Street covering of the subway from South Avenue to Brown Street represents a large part of the cost of the subway for which the city derives no revenue, and yet has been of tremendous value to taxpayers.

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Strong Leadership Continued Election of Mrs. Helen Probst Abbott to Women's City Club Benefits Organization and City

Strong, progressive leadership for the Women's City Club will be continued as the mantle of its presidency goes from Mrs. Walter S. Meyers to Mrs. Helen Probst Abbott, one of its organizers and its first president.

Attacking many of the problems which have faced the city, this club has aided in their solution through letting in the light of publicity, analyzing them from every angle, and co-operating in finding the answer.

It was this club which inaugurated the campaign of education in city government, which had the final result of changing its form, and trying a method which it is hoped will be productive of important economies.

And in the questions to come before the people, it will have an influential part in finding an answer.

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Bribery Inquiry Must Go to Bottom of Scandal



GEORGE J. NIER
Commissioner of Public
Safety.

Sweeping investigation, supported by all the people, must be made by City Manager Story and his associates into every phase of the sensational situation in which it is charged **BRIBERY** raised its ugly head to aid in swindling Rochester out of thousands of dollars in paving frauds.

Neither charges nor arrests are proof of the guilt of anyone, but every fact that it is possible to unearth should be marshaled, to light the way of truth in pointing out the guilty and bringing punishment upon them.

And in the very grave circumstances of which the arrest of John Petrossi, street and sewer contractor, may be but one, not wealth, not influence nor power of ANY-ONE should swerve the investigators from their course.

Citizens possessing evidence of illegal

acts in the city's financial affairs should give them to Safety Commissioner Nier, not only in the interest of good citizenship, but of honesty in municipal government.

Grafting is probably as old as the first cities. Stealing from cities is a peculiarly contemptible form of thieving, for by it a public trust is violated, the whole people victimized.

Disclosures of a series of city graft cases may give some the mistaken idea that they discredit the City Manager form of government.

Catching grafters and ending graft is NOT discreditable, but allowing them to escape and grafting to go on WOULD be.

This newspaper has not made a practice of "yessing" the new city government or its predecessors. It has given praise and

approval when it believed them right; criticized and told WHY when it believed them wrong.

But in the plan announced by City Manager Story to have city books audited at regular intervals and to investigate every department, to see if irregularities exist, and correct them, the course is unalterably RIGHT.

It is fortunate that one with the diligence for inquiry and keen powers of analysis of Safety Commissioner Nier is in charge of the investigation.

Rochester owes a debt of gratitude in this case to Edward J. Lynd, young divinity student and honest inspector who helped uncover the alleged fraud. Character stands out with the brilliancy of pure gold in his action.



EDWARD J. LYND
Inspector Who Aided City in
Graft Investigation.

INSPECTORS

REK & CITRON. SEP 15

ISAL OF LAND TERMINE COST W EXTENSION

Property Condemnation Not
Plan for Financing
et, Council Agrees

(OTHER WORK TO
TION, IS CONSENSUS

HIRAM MARKS

to be acquired for the extension of
aised as a means of determining within
what the improvement will cost. This
was decided at a conference yesterday afternoon between mem-
bers of the City Council, City Manager Stephen B. Story and
various other city executives. The conference went to the
heart of the problems encountered in the extension of the street
and two conclusions were reached. First was that it is impos-
sible to finance the extension from excess condemnation of
property, as many people advocate, and second that the immedi-
ate performance of the work virtually precludes the city from
engaging in any other projects of magnitude, such as recon-
struction of river bridges or substantial addition to the school
system despite the fact that this coming year will find the city's
debt limit raised \$10,000,000 because of the increased asser-
ment of approximately \$100,000,000 that was put into eff-
last year.

Story Suggests Appraisal

Members of the City Council
present at the conference agreed
with Mr. Story that it was advan-
tageous to have all of the informa-
tion possible regarding the exten-
sion before making a definite de-
cision. Mr. Story suggested that
the Council make an appropriation
to conduct a comprehensive ap-
praisal of the property required,
together with an estimate of the
cost of the construction of the
street. At the City Council meet-
ing, Sept. 24, Mr. Story will give an
estimate of the cost of the pre-
liminary investigation into the ex-
pense, including the appraisal and
cost of construction.

It was tentatively estimated that
from ten to twenty-five thousand
dollars would be necessary to con-
duct the fact-finding inquiry.

Vice Mayor Isaac Adler said he
felt the citizens would appreciate a
complete picture of the financial
phases presented by the proposed
extension and suggested that they
be coordinated with reference to
other improvements contemplated
for some five or ten years hence.
Mr. Story said that some of this
work was included in the program
that is intended for the advisory
committee that will work out a
financial plan for the city, in which
civic projects will be taken up in
the order of their importance.

Land Profit Theory Blasted

One of the ideas that was ex-
plored by the conference was the
thought that the city could obtain
a broad strip of land and, through
the sale of the excess property
realize a profit sufficiently large to
pay for the entire improvement. It
was pointed out that under state
laws there were a number of legal
complications in following out this
plan in that the acquisition of ex-
cess land, other than was necessary

to square up parcels of property
and to make them saleable, was
prohibited. At the very maximum,
only a sufficient amount of property
could be acquired to make building
sites on the proposed street and
that the condemnation of any large
territory was precluded. The ques-
tion of excess condemnation
brought up the matter of whether
it should be handled parallel and
coincident to the improvement, or
whether it should be included in the
construction cost. Mr. Story said
that property should not be paid for
from the improvement fund out-
should be handled as an entirely
separate matter. He felt that the
cost of all the property acquired in
excess should be charged against
the city at large and no transac-
tions incurred that would com-
plicate the improvement and its as-
essment.

This would enable the city to de-
lay disposing of property until a
satisfactory price was obtained and
would not postpone the levying of
the assessment. Proceeds of all
sales would be credited to the city
rather than to the improvement. It
was also brought in the discussion
that the extension of Broad Street
could not be financed from the spe-
cial local improvement fund which
was created as a consequence of the
\$10,000,000 constitutional amend-
ment. The extension of Broad St.
necessarily would be financed in
part by abutting property owners,
and in part by assessable areas, and in
part by the city at large. This
would necessitate the city financing
the improvement out of its general
funds until the assessment was
levied, when the part assessed
against definite areas could be
taken from the special local im-
provement fund.

the other 25 per cent, making
three-fourths of the cost falling on
the city at large. This led to a gen-
eral discussion as to the possible
return to the city from this source.
The best figures available, as
shown by Arthur L. Vedder, secre-
tary of the City Planning Commis-
sion, which he made clear were
purely speculation and guesswork,
showed a cost of approximately
\$100,000 for the excess property,
including the land needed for the
100-foot street, and the return of
about \$6,000,000 to the city. This
would mean a cost of \$4,000,000, ex-
clusive of the cost of the construc-
tion. Mayor Wilson asserted these
figures were absurd in that the city
was acquiring buildings and land
and selling only vacant property
and that the return would not be
tirety to the virtual exclusion of
all other projects and this is a
question of policy that the Council
will decide.

Numerous questions were inter-
posed by the other councilmen and
it was decided that so many bene-
fits were had from approaching
subjects in this way that it would
be beneficial to have conferences
on other problems that developed,
and, as a result, next Friday after-
noon at 3 o'clock a similar meet-
ing will be had with reference to
the Lake Avenue Boulevard pave-
ment assessment. It is possible
that weekly conferences will be
held.

Attending the conference were,
besides City Manager Story, Mayor
Wilson, Vice-Mayor Adler, Coun-
cilmembers Louis S. Foulkes, Nelson A.
Milne, Harry C. Goodwin, Joseph
L. Guzzetta, Chester A. Peake, Ed-
ward P. Flynn, City Engineer, El-
Henry P. Howe, Harold W. Baker, city
commissioner of public works, City
Assessor George S. Taylor, Arthur
L. Vedder, Comptroller Higgins, C.
Arthur Poole, consulting engineer,
Irving L. Gelsler, deputy corpora-
tion counsel, and Edwin A. Fisher,
former consulting engineer.

SUBWAY BUILDING INVOLVED IN CITY'S BIG GRAFT INQUIRY

New Evidence Uncovered In Paving Fraud

City Shortweighted in Pavement Supplies.
Baker Charges—Subway Construction
Attacked—Reason for Engineers
Being Dropped Revealed.

Investigation of pavement frauds
which already has brought the ar-
rest of one contractor and the sus-
pension of two city inspectors sud-
denly took a new turn this after-
noon with the following develop-
ments:

1—Charges by Commissioner of
Public Works Harold W. Baker
that the city has been short-weight-
ed in its purchases of cement.

2—Involvement of the subway con-
struction in the investigation by
charges that "the work on the sub-
way, subway engineer, had
been dispensed with March 1 of
this year "because of dissatisfac-
tion with the subway work as car-
ried on under the engineer."

The charges that the city has
been short-weighted in its pur-
chases of cement were brought out
following the issuance of orders by
Commissioner Baker that all ce-
ment to be used for concrete pave-
ments and concrete foundations
must come to the mixer in un-
broken packages.

The commissioner declared the
reason for this move was that "we
have not been getting all the ce-
ment we were supposed to." He
said this statement is backed by
laboratory tests showing insuffi-
cient strength, that all the cement
wasn't there that should have been
there.

"Hereafter the cement will be
where it can be seen before it is
put in the mixer," he added.

This was a development having
no connection with Mr. Baker's
statement that additional evidence
of graft had been revealed.
In saying that the city has been
watching the situation regarding
cement for a long time, Commis-
sioner Baker made public for the
first time the fact that the ser-
vices of O'Connor had been dis-
pensed with.

City Hall housecleaning in con-
nection with graft in pavement
contract work was begun today
with suspension of John Ramsey,
44 Goodwill Street and Thomas A.
Trimble, of Mayflower Drive, city
pavement inspectors.

Other developments in this latest
graft investigation by city officials
include extension of the investiga-
tion to all branches of city contract
work and the arrest of John
Petrossi, contractor on charge of
bribing Edward J. Lynd, 55 Harlem
Street, another pavement inspector.

The investigation had been split
today, with Commissioner of Public
Safety George J. Nier in charge of
the criminal end of the proceedings
and Commissioner of Public Works
Harold W. Baker cleaning house
in his department.

Suspension of Ramsey and Trim-
ble, involved by their own admis-
sions, according to Commissioners
Baker and Nier, is followed by
intimation that the heads of other
inspectors may fall before the final
chapter is written in Rochester's
pavement scandal.

The extension of the investiga-
tion is to determine whether other
contractors have been tampering
with inspectors. Petrossi is ac-
cused of bribing inspectors to sign
for loads of asphalt neither deliv-
ered nor laid in the Jersey Street
pavement job.

No Other Contractor Yet Involved
Ramsey, by alleged admission,
signed extra slips for asphalt for
Petrossi in return for the con-
tractor securing him a quantity of
gasoline and oil. Trimble is said to
have admitted accepting \$25 from
Petrossi last Saturday for signing
extra slips. He is further said to
have corroborated Lynd's story con-
cerning Petrossi's activities. Com-
missioner Baker said today that
Ramsey had been under the eye of
a spotter.

Early today Commissioner Nier
said he had no evidence that other
contractors were involved in this
graft system but is continuing to
question inspectors and others who
might be able to shed further light
on the matter. He has declared his
intention to push the prosecution of
Petrossi to the limit, and all
evidence relating to the contractor
and others involved will be placed
in the hands of the Grand Jury in
effort to obtain indictments.

Petrossi was arrested following
Lynd's reporting to Henry L. Howe,
director of the Bureau of Construc-
tion and Design, that the contrac-
tor had sought to have him sign
extra slips on promise of "taking
care of him." Lynd was ordered to
sign the slips and to collect his
money from Petrossi.

In the criminal end of the inves-
tigation Commissioner Nier is aided
by Police Chief Andrew Kavan-
agh and Lieutenant Andrews. City
Manager Stephen B. Story today
paid tribute to those who had un-
earthed this latest graft system and
commended Mr. Nier, not only for
his work in connection with this
case but also in relation to the
three preceding investigations of
theft and graft.

On completing his investigation
Mr. Nier will turn over to District
Attorney William F. Love his full
report for presentation by the dis-
trict attorney's office to the Grand
Jury. While the commissioner is
endeavoring to determine how much
further this system goes, he is striv-
ing to construct an airtight case
against Petrossi with substantiating
evidence from sources not yet re-
vealed.

NEW & CITRON. SEP 15

Stopping the Leaks

City Manager Story will have strong
public support in his efforts to ferret out
abuses and conduct the city government on
a purely business basis. The latest example
is the investigation of charges in connection
with paving contracts.

Stopping leaks, from whatever source
they originate, is one of the most important
duties of the city administration. Consid-
erable good has been accomplished in this
direction already, and it is to be hoped that
the end is now in sight.

The City Manager is trying to make
every dollar of the taxpayers' money yield
a dollar's worth in return. This is highly
essential outside of the moral question in-
volved, when the city has so many pressing
needs calling for heavy outlays. Every
dollar must be made to count, or the tax-
payers will find their burden too heavy to
carry.

Mr. Story and his associates are making
a record for honesty and efficiency in hand-
ling city funds which deserves the highest
commendation. Closing every possible ave-
nue of graft and corruption is not an easy
or agreeable task, but it is a public service
the value of which will be recognized by
every citizen who prizes honorable dealing
in public business.

arising from paving contracts.

Additional suspensions, which
Commissioner Baker said ultimate-
ly would result in dismissal, were
impending while city authorities
corroborated testimony which they
said they had received.

John Ramsey, No. 44 Goodwill
Street, and Thomas A. Trimble,
No. 197 Mayflower Drive, Rose-
lawn, Brighton, were the inspectors
suspended. Mr. Baker said both
had admitted "padding the loads"
of asphalt used on street improve-
ments.

ADMISSIONS OF PAIR

Ramsey's admission, according to
the police, was that he was paid in
gasoline and oil for his automobile
for "padding loads" for John Pe-
trossi, contractor, at liberty on
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ment for alleged bribing of city em-
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Trimble admitted providing ex-
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plant.

These extra slips, charged
against the paving of Jersey Street,
led to the police case around Pe-
trossi and his arrest on a charge
of bribery.

Mr. Baker said there was infor-
mation "of a kind" against other
employees, but none of it so far
could be corroborated. Until it
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While authorities were digging
deeper into the paving scandal,
City Manager Story issued an ulti-
matum directed at Mrs. Helen Bar-
rett Montgomery demanding that
she either prove or retract charges
in which she claimed that the city
police force "is honeycombed with
drinks."

Further ramifications of the "ex-
tra slip" system of bribing paving
contractors were not expected to
develop before the grand jury in-
quiry to be made late this month
and the arraignment on September
21 of John Petrossi, contractor,
charged with bribing Edward J.
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ment of Jersey Street.

Mr. Nier said none of the ac-
cused inspectors would be arrested
meanwhile, and whether any would
be prosecuted depended on the
findings of the grand jury.

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public, according to Com-
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for you is to appear before the
United States commissioner and
swear to an information."

SPECIFIC CHARGE

In her letter Mrs. Montgomery's
most specific charge was that "just
off Main Street there was a boot-
legging place running with the full
knowledge of the police."

Meantime the paving scandal
was awaiting action by Public
Works Commissioner Baker, who
was expected to announce the dis-
missal of three or four inspectors
some time today, while Public
Safety Commissioner Nier com-
pletes his evidence for presentation
to the grand jury.

Bribery Inqui



GEORGE J. NIER
Commissioner of Public
Safety.

Sweeping investigation all the people, must be made ger Story and his associ phase of the sensational sit is charged BRIBERY rais to aid in swindling Roche sands of dollars in paving Neither charges nor of the guilt of anyone, but is possible to unearth she to light the way of truth i guilty and bringing punis And in the very gravi which the arrest of Joh and sewer contractor, ma wealth, not influence nor ONE should swerve the i their course.

Citizens possessing evidence of illegal

SUBWAY IN CIT

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City Shortweighted in Cement Supplies. Baker Charges—Subway Construction Attacked—Reason for Engineers Being Dropped Revealed.

Investigation of paving frauds which already has brought the arrest of one contractor and the suspension of two city inspectors suddenly took a new turn this afternoon with the following developments:

1—Charges by Commissioner of Public Works Harold W. Baker that the city has been short-weighted in its purchases of cement.

2—Involving of the subway construction in the investigation by charges that "the work on the subway engineer, had been dispensed with March 1 of this year "because of dissatisfaction with the subway work as carried on under the engineer."

The charges that the city has been short-weighted in its purchases of cement were brought out following the issuance of orders by Commissioner Baker that all cement to be used for concrete pavements and concrete foundations must come to the mixer in unbroken packages.

The commissioner declared the reason for this move was that "we have not been getting all the cement we were supposed to." He said this statement is backed by laboratory tests showing insufficient strength, that all the cement wasn't there that should have been there.

"Hereafter the cement will be where it can be seen before it is put in the mixer," he added.

This was a development having no connection with Mr. Baker's statement that additional evidence of graft had been revealed.

In saying that the city has been watching the situation regarding cement for a long time, Commissioner Baker made public for the first time the fact that the services of O'Connor had been dispensed with.

City Hall housecleaning in connection with graft in pavement contract work was begun today with the suspension of John Ramsey, 44 Goodwill Street and Thomas A. Trimble, of Mayflower Drive, city pavement inspectors.

Other developments in this latest graft investigation by city officials include extension of the investigation to all branches of city contract work, and the arrest of John Petrossi, contractor on charge of bribing Edward J. Lynd, 55 Harlem Street, another pavement inspector.

The investigation had been split today, with Commissioner of Public Safety George J. Nier in charge of the criminal end of the proceedings and Commissioner of Public Works Harold W. Baker cleaning house in his department.

Suspension of Ramsey and Trimble, involved by their own admissions, according to Commissioners Baker and Nier, is followed by information that the heads of other inspectors may fall before the final chapter is written in Rochester's pavement scandal.

Dry Issue Problem.

BY DAVID LAWRENCE
By Consolidated Press Licensed Wire
Buffalo, N. Y., Sept. 14—Western New York is not at all plagiatic about the presidential campaign. This is strong Republican territory but Governor Smith has always been able to keep the vote of his opponents down and on two out of five occasions has carried the city of Buffalo.

The job of the Republicans here is to increase the normal vote so as to help offset the known increase which Governor Smith will have in New York and the lower end of the state.

The extension of the investigation is to determine whether other contractors have been tampering with inspectors. Petrossi is accused of bribing inspectors to sign for loads of asphalt neither delivered nor laid in the Jersey Street pavement job.

No Other Contractor Yet Involved
Ramsey, by alleged admission, signed extra slips for asphalt for Petrossi in return for the contract.

Other Slips, \$500.00
Three-piece slip having no number and initials of inspector and public works official.

Nier Wins Commendation
According to Commissioner Nier, Lynd signed the slips and was then followed by Detective Lieutenant Anthony Andrews, who it is said, saw Petrossi hand Lynd \$50 in a broker's office in the center of the city.

Petrossi was arrested the following day, Wednesday, and the inspectors immediately brought in for questioning. Petrossi was arraigned before County Judge Frederick L. Dutcher, pleaded not guilty and was released in \$5,000 bond.

In the criminal end of the investigation Commissioner Nier is aided by Police Chief Andrew Kavanagh and Lieutenant Andrews. City Manager Stephen B. Story today paid tribute to those who had unearthed this latest graft system and commended Mr. Nier, not only for his work in connection with this case but also in relation to the three preceding investigations of theft and graft.

On completing his investigation Mr. Nier will turn over to District Attorney William F. Love his full report for presentation by the district attorney's office to the Grand Jury. While the commissioner is endeavoring to determine how much further this system goes, he is striving to construct an airtight case against Petrossi with substantiating evidence from sources not yet revealed.

ing the assassin to stab him to death. The wife was living happily with her new mate when, owing to business depression, he fell behind in installments.

GOEBEL PLANE REACHES COAST IN AIR DERBY

Only Craft To Arrive at

ions of the country, congratulating him on his statement. He joked with reporters for an hour and a half, and seemed to be as little concerned about his campaign

RAMSEY'S admission, according to the police, was that he was paid in gasoline and oil for his automobile for "padding loads" for John Petrossi, contractor, at liberty on \$5,000 bail and awaiting arraignment for alleged bribing of city employees.

Trimble admitted providing extra slips from the Petrossi asphalt plant.

These extra slips, charged against the paving of Jersey Street, led to the police case around Petrossi and his arrest on a charge of bribery.

Mr. Baker said there was information "of a kind" against other employees, but none of it so far could be corroborated. Until it could be, no other employee would be suspended.

While authorities were digging deeper into the paving scandal, City Manager Story issued an ultimatum directed at Mrs. Helen Barrett, Montgomery demanding that she either prove or retract charges in which she claimed that the city police force "is honeycombed with drink."

Further ramifications of the "extra slip" system of bribing paving contractors were not expected to develop before the grand jury inquiry to be made late this month and the arraignment on September 21 of John Petrossi, contractor, charged with bribing Edward J. Lynd, inspector on the improvement of Jersey Street.

Mr. Nier said none of the accused inspectors would be arrested, meanwhile, and whether any would be prosecuted depended on the findings of the grand jury.

Mr. Nier said the city is a public, according to Commissioner of Public Works Harold

Wanted—Miscellaneous
USED, 50-horsepower Everhart

SALE—Bargains, cleaning, lot of moldings, wash, doors, etc., at less than half price, 930 Chubb Avenue.

SECOND hand ice box, first condition, can see at 293 Street, between 5 and 6. Phone 4042.

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2 PAVING INSPECTORS SUSPENDED

CONFESS PART IN PAVING GRAFT

Two street improvement inspectors were suspended by Public Works Commissioner Baker today as city officials continued their investigation into wholesale charges of graft arising from paving contracts.

Additional suspensions, which Commissioner Baker said ultimately would result in dismissal, were impending while city authorities corroborated testimony which they said they had received.

John Ramsey, No. 44 Goodwill Street, and Thomas A. Trimble, No. 197 Mayflower Drive, Roseton, Brighton, were the inspectors suspended. Mr. Baker said both had admitted "padding the loads" of asphalt used on street improvements.

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DISMISSALS NEAR
The controversy between Mrs. Montgomery and City Manager Story arose over an open letter in which the former attacked the police for, as alleged, giving protection to speakases.

It will be recalled that Mrs. Montgomery found herself in a similar situation some years ago when she hurled charges in the now famous Grace Berg-Clinton Howard controversy which followed an expose of vice conditions in a Stillson Street store conducted by Mrs. Berg. In that instance Mrs. Montgomery was threatened with a suit for libel, and made public retraction of her charges.

STORY ON CHARGES
Replying to Mrs. Montgomery's charges today, Mr. Story said:

"I must take vigorous exception to your paragraphs relating to the matter of police protection and to the force being honeycombed with drink. It is the idle comment of people who prefer gossip to fact that the police are being paid for protection."

In another paragraph Mr. Story calls on Mrs. Montgomery to make good her charges. He said:

"If you have any tangible evidence of violations of the Volstead act, the proper procedure for you is to appear before the United States commissioner and swear to an information."

SPECIFIC CHARGE
In her letter Mrs. Montgomery's most specific charge was that "just off Main Street there was a bootlegging place running with the full knowledge of the police."

She was awaiting action by Public Works Commissioner Baker, who was expected to announce the dismissal of three or four inspectors some time today, while Public Safety Commissioner Nier completes his evidence for presentation to the grand jury.

APPRAISAL OF LAND TO DETERMINE COST OF NEW EXTENSION

Excess Property Condemnation Not Feasible Plan for Financing Broad Street, Council Agrees

MUST DELAY OTHER WORK TO BUILD ADDITION, IS CONSENSUS

Property necessary to be acquired for the extension of Broad Street will be appraised as a means of determining within some reasonable limits what the improvement will cost. This was decided at a conference yesterday afternoon between members of the City Council, City Manager Stephen B. Story and various other city executives. The conference went to the heart of the problems encountered in the extension of the street and two conclusions were reached. First was that it is impossible to finance the extension from excess condemnation of property, as many people advocate, and second that the immediate performance of the work virtually precludes the city from engaging in any other projects of magnitude, such as reconstruction of river bridges or substantial addition to the school system despite the fact that this coming year will find the city's debt limit raised \$10,000,000 because of the increased assessment of approximately \$100,000,000 that was put into effect last year.

Story Suggests Appraisal
Members of the City Council present at the conference agreed with Mr. Story that it was advantageous to have all of the information possible regarding the extension before making a definite decision. Mr. Story suggested that the Council make an appropriation to conduct a comprehensive appraisal of the property required, together with an estimate of the cost of the construction of the street. At the City Council meeting, Sept. 24, Mr. Story will give an estimate of the cost of the preliminary investigation into the extension, including the appraisal and cost of construction.

It was tentatively estimated that from ten to twenty-five thousand dollars would be necessary to conduct the fact-finding inquiry.

Vice Mayor Isaac Adler said he felt the citizens would appreciate a complete picture of the financial phases presented by the proposed extension and suggested that they be coordinated with reference to other improvements contemplated for some five or ten years hence. Mr. Story said that some of this work was included in the program that is intended for the advisory committee that will work out a financial plan for the city, in which civic projects will be taken up in the order of their importance.

Land Profit Theory Blasted
One of the ideas that was explained by the conference was the thought that the city could obtain a broad strip of land and, through the sale of the excess property, realize a profit sufficiently large to pay for the entire improvement. It was pointed out that under state laws there were a number of legal complications in following of this plan in that the acquisition of excess land, other than was necessary

With the exception of the subway and the city's water supply requirements, the extension of Broad Street, Mr. Story said, represents the largest single project Rochester has ever approached.

Numerous questions were interposed by the other councilmen and it was decided that so many beneficiaries were had from approaching subjects in this way that it would be beneficial to have conferences on other problems that developed, and, as a result, next Friday afternoon at 3 o'clock a similar meeting will be had with reference to the Lake Avenue Boulevard pavement assessment. It is possible that weekly conferences will be held.

Attending the conference were, besides City Manager Story, Mayor Wilson, Vice-Mayor Adler, Councilmen Louis E. Foulkes, Nelson A. Milne, Harry C. Goodwin, Joseph L. Guzzetta, Chester A. Peake, Edward P. Flynn, City Engineer, Henry F. Howe, Harold W. Baker, commissioner of public works, City Assessor George S. Taylor, Arthur L. Vedder, Comptroller Higgins, C. Arthur Poole, consulting engineer, Irving L. Gelsler, deputy corporation counsel and Edwin A. Fisher, former consulting engineer.

to square up parcels of property and the largest banks in the city. The Trust Company of Buffalo and the Union Trust Company were endeavoring to acquire the Marine Trust Company. Yesterday by resolution of the board of directors, the company was made a way to sell their interests to the Trust Company, as such, or any other company that the Union

Union Trust Bank
Bancitaly Not

Mr. Story discussed tentative plans for spreading the cost of the work and they embrace an assessment of 50 per cent, on the cost of the abutting property owners; 25 per cent, on the city at large; 15 per cent, on an area in close proximity to the street; 7 1/2 per cent, on an area slightly extended from the inter-area, and 2 1/2 per cent, on an area that extends out East Avenue to about Culver Road and about the same distance in other directions. This is purely a tentative spread of assessment and in itself would require very careful thought in order to be made equitable.

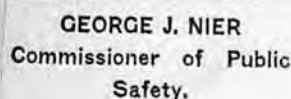
If excess condemnation is employed and the city elected to take a tier of lots on each side, the city would be the abutting property owner and would be chargeable with 50 per cent. of the cost, plus the other 25 per cent., making three-fourths of the cost falling on the city at large. This led to a general discussion as to the possible return to the city from this source.

The best figures available, as shown by Arthur L. Vedder, secretary of the City Planning Commission, which he made clear were purely speculation and guesswork, showed a cost of approximately \$100,000,000 for the excess property, including the land needed for the 100-foot street and the cost of about \$6,000,000 to the city. This would mean a cost of \$4,000,000, exclusive of the cost of the construction. Mayor Wilson asserted these figures were absurd in that the city was acquiring buildings and land and selling only vacant property and that the return would not be directly to the virtual exclusion of all other projects and this is a question of policy that the Council will decide.

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*Central Library of Rochester and Monroe County
Historic Scrapbooks Collection*



Citizens possessing evidence of illegal

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Bribery Inqui



GEORGE J. NIER
Commissioner of Public
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Sweeping investigation all the people, must be made. Story and his associates phase of the sensational situation is charged BRIBERY raise to aid in swindling Rochesters of dollars in paving. Neither charges nor of the guilt of anyone, but is possible to unearth she to light the way of truth in guilty and bringing punis. And in the very gravity which the arrest of John and sewer contractor, ma wealth, not influence nor ONE should swerve the in their course.

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SUBWAY BUILDING INVOLVED IN CITY'S BIG GRAFT INQUIRY

New Evidence Uncovered In Paving Fraud

City Shortweighted in Pavement Supplies. Baker Charges—Subway Construction Attacked—Reason for Engineers Being Dropped Revealed.

Investigation of paving frauds which already has brought the arrest of one contractor and the suspension of two city inspectors suddenly took a new turn this afternoon with the following developments:

1—Charges by Commissioner of Public Works Harold W. Baker that the city has been short-weighted in its purchases of cement.

2—Involving of the subway construction in the investigation by charges that "the work on the subway, subway engineer, had been dispensed with March 1 of this year 'because of dissatisfaction with the subway work as carried on under the engineer'."

The charges that the city has been short-weighted in its purchases of cement were brought out following the issuance of orders by Commissioner Baker that all cement to be used for concrete pavements and concrete foundations must come to the mixer in unbroken packages.

The commissioner declared the reason for this move was that "we have not been getting all the cement we were supposed to."

This was a development having no connection with Mr. Baker's statement that additional evidence of graft had been revealed.

In saying that the city has been short-weighted in its purchases of cement for a long time, Commissioner Baker made public for the first time the fact that the services of O'Connor had been dispensed with.

City Hall housecleaning in connection with graft in pavement contract work was begun today with suspension of John Ramsey, 44 Goodwill Street, and Thomas A. Trimble, of Mayflower Drive, city pavement inspectors.

Other developments in this latest graft investigation by city officials include extension of the investigation to all branches of city contract work and the arrest of John Ramsey, contractor on charge of bribing Edward J. Lynd, 55 Harlem Street, another pavement inspector.

The investigation had been split today, with Commissioner of Public Safety George J. Nier in charge of the criminal end of the proceedings and Commissioner of Public Works Harold W. Baker cleaning house in his department.

Suspension of Ramsey and Trimble, involved by their own admissions, according to Commissioner Baker and Nier, is followed by intimation that the heads of other inspectors may fall before the final chapter is written in Rochester's pavement scandal.

The extension of the investigation is to determine whether other contractors have been tampering with inspectors. Petrossi is accused of bribing inspectors to sign for loads of asphalt neither delivered nor laid in the Jersey Street pavement job.

No Other Contractor Yet Involved. Ramsey, by alleged admission, signed extra slips for asphalt for Petrossi in return for the contractor's bribe.

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While authorities were digging deeper into the paving scandal, City Manager Story issued an ultimatum directed at Mrs. Helen Barrett Montgomery demanding that she either prove or retract charges in which she claimed that the city police force "is honeycombed with drunks."

Further ramifications of the "extra slip" system of bribing paving contractors were not expected to develop before the grand jury inquiry to be made late this month and the arraignment on September 21 of John Ramsey, contractor, charged with bribing Edward J. Lynd, inspector on the improvement of Jersey Street.

Mr. Nier said none of the accused inspectors would be arrested meanwhile, and whether any would be prosecuted depended on the findings of the grand jury.

Lower prices to the public, according to Commissioner of Public Works Harold

Stopping the Leaks. City Manager Story will have strong public support in his efforts to ferret out abuses and conduct the city government on a purely business basis. The latest example is the investigation of charges in connection with paving contracts.

Stopping leaks, from whatever source they originate, is one of the most important duties of the city administration. Considerable good has been accomplished in this direction already, and it is to be hoped that the end is now in sight.

The City Manager is trying to make every dollar of the taxpayers' money yield a dollar's worth in return. This is highly essential outside of the moral question involved, when the city has so many pressing needs calling for heavy outlays. Every dollar must be made to count, or the taxpayers will find their burden too heavy to carry.

Mr. Story and his associates are making a record for honesty and efficiency in handling city funds which deserves the highest commendation. Closing every possible avenue of graft and corruption is not an easy or agreeable task, but it is a public service the value of which will be recognized by every citizen who prizes honorable dealing in public business.

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2 PAVING INSPECTORS SUSPENDED

CONFESS PART IN PAVING

DISMISSALS NEAR. The controversy between Mrs. Montgomery and City Manager Story arose over an open letter in which she former attacked the police for, as alleged, giving protection to speakases.

It will be recalled that Mrs. Montgomery found herself in a similar situation some years ago when she hurled charges in the now famous Grace Begy-Clinton Howard controversy which followed an exposure of vice conditions in a Stillson Street store conducted by Mrs. Begy. In that instance Mrs. Montgomery was threatened with a suit

APPRAISAL OF LAND TO DETERMINE COST OF NEW EXTENSION

Excess Property Condemnation Not Plan for Financing Street, Council Agrees. OTHER WORK TO BE DONE, IS CONSENSUS.

HIRAM MARKS. to be acquired for the extension of the street as a means of determining within what the improvement will cost. This was decided at a conference yesterday afternoon between members of the City Council, City Manager Stephen B. Story and various other city executives. The conference went to the heart of the problems encountered in the extension of the street and two conclusions were reached. First was that it is impossible to finance the extension from excess condemnation of property, as many people advocate, and second that the immediate performance of the work virtually precludes the city from engaging in any other projects of magnitude, such as reconstruction of river bridges or substantial addition to the school system despite the fact that this coming year will find the city's debt limit raised \$10,000,000 because of the increased assessment of approximately \$100,000,000 that was put into effect last year.

Story Suggests Appraisal. Members of the City Council present at the conference agreed with Mr. Story that it was advantageous to have all of the information possible regarding the extension before making a definite decision. Mr. Story suggested that the Council make an appropriation to conduct a comprehensive appraisal of the property required, together with an estimate of the cost of the construction of the street. At the City Council meeting Sept. 24, Mr. Story will give an estimate of the cost of the preliminary investigation into the extension, including the appraisal and cost of construction.

It was tentatively estimated that from ten to twenty-five thousand dollars would be necessary to conduct the fact-finding inquiry.

Vice Mayor Isaac Adler said he felt the citizens would appreciate a complete picture of the financial phases presented by the proposed extension and suggested that they be coordinated with reference to other improvements contemplated for some five or ten years hence. Mr. Story said that some of this work was included in the program that is intended for the advisory committee that will work out a financial plan for the city, in which civic projects will be taken up in the order of their importance.

Land Profit Theory Blasted. One of the ideas that was exploded by the conference was the thought that the city could obtain a broad strip of land and, through the sale of the excess property, realize a profit sufficiently large to pay for the entire improvement. It was pointed out that under plans there were a number of legal complications in following out this plan in that the acquisition of excess land, other than was necessary

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FRAUDS HELD INDICTMENT OF OLD CITY RULE

Laxity of Former Form
of Government Shown,
Story Says—Refuses To
Blame Individuals.

By ARTHUR H. CRAPSEY

With the uncovering of four cases of graft, theft, and bribery involving municipal funds and employees as well as persons not on the city's payroll, City Manager Stephen B. Story today declared these exposures as an indictment of Rochester's former type of government.

The city manager referred to the old system of government, saying it was hard to conceive of its being so lax that it would permit these things to go on.

Asked where responsibility for negligence rested, on the shoulders of what department head, the city manager said that guilt could not be attached to the name of any one man but rather to the system that existed.

Fault Held Collective
But, he added, in the eight months of the new administration steps had been taken to prevent graft and theft, whereas past administrations had evidently been unaware of any corrupt practices, or if knowing of such instances, had been unable to cope with the situation.

No direct charge against any former official was made by Mr. Story, his stand being that their fault was collective in not having established a system that would prevent or bring to light methods of graft and theft of city funds.

"What seems strange to me," said Mr. Story, "is that these inspectors and contractors would go on with their system knowing we were out to clean up. (Mr. Story referred to the latest exposure of graft involving the arrest of John Petrossi, contractor, for bribing a pavement inspector.)"

"I can only account for this by thinking that those involved had become so calloused and hardened in their practices that they felt secure from apprehension."

Evidence shows that the theft of funds was going on in the Bureau of Buildings when Curtis W. Barker, now director of police, was commissioner of public safety, Mr. Story said. (This is the Dietrich case.)

Theft of collections in the Department of Public Works was going on, according to report, as far back as 1923 (the McGrath case). McGrath had been employed by the city for more than 20 years.

Uncovered by Audit
In the paving scandal, prior to the present administration, C. J. Arthur Poole was city engineer and in charge of pavement inspectors. Mr. Poole is now consulting engineer under the new government and Commissioner of Public Works Harold W. Baker was then commissioner of public works.

"But," declared Mr. Story, "the theft of funds in the Bureau of Buildings and the Department of Public Works was uncovered by a general audit of city accounts, a procedure never reported to before. This was an innovation by the new government. The honesty of the department heads was never in question nor is it now. If they were apparently correct, it was the audit that revealed shortages."

Works Harold W. Baker. They are Thomas A. Trimble and John Ramsey. The inspectors suspended are said to have admitted their parts in the signing of extra slips for loads of asphalt never delivered.

Mr. Story did not hesitate to say that the present administration played in luck when, against a stone wall with its suspicions of graft in connection with city pavements, Edward J. Lyon, an inspector, came forward with the information which enabled the city officials to take drastic action and bring the practice to light. He also admitted that the plumbing scandal was uncovered through protest of a man who had been asked to pay \$300 for examination questions.

"We have learned the value of the general audit as a protection of the taxpayers' money and have been taught how to combat the other systems of graft through their disclosure," Mr. Story said. In spite of the fact that city officials were suspicious of irregularities, their hands were tied until they had obtained direct evidence, Mr. Story said. Any word as to their suspicions being made public would have but served as a warning to those engaged in the various graft systems and evidence would have been that much harder to obtain, if not completely impossible.

Hoped for Break
By allowing the practices to continue with no inkling being given as to the watching of the officials, the latter hoped for a break that would permit them to move against the guilty persons. When the breaks did come, Mr. Story said, the city officers were ready to take advantage of them.

"I had then been a suspicion in my mind that the heads of the departments under the old administration were responsible for certain conditions now brought to light, they certainly would not have been appointed to positions under the new government, Mr. Story said. "That these officials appointed have played a large part in uncovering irregularities has vindicated my belief which was supported by those elected by the people and entrusted with the administration of the new form of government."

"It is significant that city employees are demonstrating their confidence in this new government by coming forward with information which permits the city officer to wipe out corruption, and the new government will constantly endeavor to merit that confidence and courage of its employees."

Council
Adler, who was a member of the old city council, said that the new government was a break from the old system.

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Broad Street Action To Be Delayed Until Costs Are Computed

Council at Informal Conference Agrees to
Secure First Precise Estimates of
Sums Involved in Projected
Street Extension.

No ordinance for extension of Broad Street or for any unit of the proposed improvement will be prepared pending appraisal of the property which the city would be obliged to acquire, estimate of cost of the improvement and estimate of the resale value of land that might be purchased by the city under excess condemnation proceedings.

City Manager Stephen B. Story, members of the City Council, and heads of various municipal departments, decided on this course of procedure yesterday afternoon in an informal conference during which every phase of the development was discussed.

Outstanding statements made by city officials include:

City Manager Story—"If the city applied excess condemnation methods to this development it would face necessity in many instances of paying 75 per cent. of the cost of the improvement alone, and in even more instances, 50 per cent. of the cost."

Comptroller Higgins—"Rochester cannot fall back on the \$10,000,000 released from its constitutional debt limit for self-sustaining improvements, but would be obliged to use money from the \$10,000,000 which will be added to the city's borrowing power through the \$100,000,000 increase in assessed valuation of city property."

Councilman Goodwin—"I will withdraw my resolution asking for an ordinance covering the section of the improvement from South Avenue and William Street and substitute another requesting the City Manager to submit an estimate of cost of appraisal of the property involved and an estimate of cost of construction."

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ASK BROAD ST. REFERENDUM

With the first estimate of the probable cost of extending Broad Street placed at \$10,000,000 and City Manager Story declaring the whole improvement could not be financed by excess condemnation, a movement was under way today to have the whole project decided by the people in a referendum vote.

Councilman Chester A. Penke of the South District said he would advocate a referendum to determine if public sentiment is for such a significant undertaking.

The City Council conference yesterday on the extension proposal brought a decision to first have an estimate of the cost of an appraisal of the land to be purchased. This appraisal, City Manager Story said, should cost 1 per cent. of the total value of the property appraised.

Figures presented showed that in 1925 the land needed was valued at \$10,000,000. Mr. Story said it might be placed at a higher value now.

Councilman Harry C. Goodwin, who had fixed next Monday night to present a resolution calling for an ordinance for the extension, said he would await an estimate of the cost of an appraisal.

City Manager Story said the estimate would be ready within two weeks.

There was one way in which the city could finance the Broad Street extension next year, Mr. Story said. Through the 1928 increase in assessments the city would have an additional \$10,000,000 for bonded improvements, he said. By using all of this at the expense of schools, pavement and improvements generally, Broad Street extension could be started.

FRONED ON SUGGESTION
The council frowned upon this suggestion. Most of them favored postponing all action on Broad Street until a general scheme was ready for all major city improvements, showing which public sentiment favored for first consideration.

Figures were produced at the conference to show that with the cost of Broad Street extension placed at \$10,000,000 three years ago, the best possible return from reselling excess land would be \$6,610,000, leaving the actual cost of the improvement at \$4,010,000, to be borne mostly by the city at large.

Mayor Wilson questioned that anything like \$6,610,000 could be recovered from excess land. He said:

"It is absurd to say that you can buy buildings and land and then sell excess alone and get almost as much money as buildings and land cost."

WEST AVENUE WIDENING
The councilmen were so pleased with the accomplishments of the conference that it was voted to hold conferences on the West Avenue widening improvement which has been at a standstill for three years and the Lake Avenue Boulevard paving assessment plan.

The Lake Avenue project will be considered next Friday. By the proposed assessment the city at large would bear 50 per cent. of the cost of improving the section between Winchester Street and the Buffalo, Rochester & Pittsburgh Railroad bridge.

This is the largest percentage ever asked of the city at large, but recommended as fair by City Manager Story in this case because of the unusual use made by cemeteries of the abutting property.

**STORY JOINS
OTHER CHIEFS
AT MEETING**
City Manager Stephen B. Story will leave tomorrow night to attend the annual convention of the International City Managers' Association at Asheville, N. C.

The convention opens Sept. 17 and closes four days later. Matters and problems of municipal government in all sections of the country and abroad are discussed. Tonight the City Council will affirm the city tax rolls, as provided by the city charter. No other business is to be transacted.

HOPES FOR REDUCTION SHATTERED

Meeting To Ratify Tax Roll
Off Till Monday Because
Business Quorum Is Lacking

The 1929 tax rate for the City of Rochester probably will not be lower than the 1928 rate of \$5.75 per \$1,000 of assessed valuation.

City officials so declared after a special session of the City Council, shattering hopes for a reduction that had been held in some quarters.

Next year's rate will be little changed from that of this year if the 1929 budget does not exceed the 1928 budget by any appreciable amount, according to City Assessor Taylor.

The special meeting of the Council, the shortest in its history, was called last night to confirm the tax rolls for the first tax collection to be made by the city manager government next January. The action is a perfunctory one required by law.

Lack of a quorum, however, made confirmation of the tax rolls last night impossible, and that action will be taken at a postponed meeting tomorrow night. Six councilmen are necessary for a quorum, and only five were present when the meeting was called to order by Mayor Wilson, after waiting half an hour. They were the Mayor, and Councilmen Adler, Milne, Goodwin and Flynn.

The rules were received and referred to the finance committee, and the meeting immediately adjourned until Monday night.

SMALL INCREASE
The rolls showed that the total rates for 1929 will be approximately \$10,000,000 higher than this year's total of \$633,995,556, which is regarded as a small increase. The small increase is due, Taylor said, to the small amount of new construction this year, unchanged assessments in residential sections and reduction in some assessments because of depreciation in property value.

The total 1929 rates are divided into \$613,250,810 for real estate, \$30,505,796 franchise and \$15,238,949 personal. The exact total for 1929 will not be computed until about November 15, when the tax rate will be made out, based on assessments and the 1929 budget.

NO OTHER BUSINESS
The ordinance, which was to have been passed last night but was taken up Monday night, reads:

"The annual tax rolls for the several wards of the City of Rochester and the tax rolls for the general city taxes for the year 1929, including all assessment charges and items required by law to be contained therein, properly certified and verified, if before delivered to the city at large and to the council in compliance with the city charter and law, hereby in all things approved and confirmed."

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City Manager Stephen B. Story will leave tomorrow night to attend the annual convention of the International City Managers' Association at Asheville, N. C.

The convention opens Sept. 17 and closes four days later. Matters and problems of municipal government in all sections of the country and abroad are discussed. Tonight the City Council will affirm the city tax rolls, as provided by the city charter. No other business is to be transacted.

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HOPES FOR REDUCTION SHATTERED

Meeting To Ratify Tax Roll
Off Till Monday Because
Business Quorum Is Lacking

The 1929 tax rate for the City of Rochester probably will not be lower than the 1928 rate of \$5.75 per \$1,000 of assessed valuation.

City officials so declared after a special session of the City Council, shattering hopes for a reduction that had been held in some quarters.

Next year's rate will be little changed from that of this year if the 1929 budget does not exceed the 1928 budget by any appreciable amount, according to City Assessor Taylor.

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COUNCILMEN RECEIVE TAX ROLL OF 1929

Higgins Estimates Total
Will Approximate
\$625,000,000

INCREASE OF \$11,749,130

New Construction Said To
Account for Difference;
Decimal About Same

Tax rolls for the general city taxes for 1929 were received by the City Council last night for confirmation, as provided for by law, but were not confirmed, as the quorum of councilmen required for the legal confirmation of the rolls was not present.

Before the regular session of the Council tomorrow night, the rolls will be brought before the councilmen again, and approved.

Only Five Councilmen Present
Under the provisions of the City Manager Charter, the Council is required to meet on Sept. 15 to receive the tax rolls, and confirmation may be made on that date; and must be made within five days thereafter. The Charter also requires that six members of the Council must be present to give the rolls legal sanction. Only five members answered to roll call last evening.

Those present were Vice-Mayor Isaac Adler, Councilmen Flynn, Goodwin, and Milne, and Mayor Joseph C. Wilson. Absentees were Councilmen Foulkes, Guzzetta, Durman, and Penke.

Vice-Mayor Adler introduced the ordinance for the confirmation of the tax rolls. No one appeared to protest the rolls, and Mayor Wilson referred the ordinance to the finance committee. Mr. Adler moved that the meeting be continued by adjournment to tomorrow evening.

Estimated at \$625,000,000
The rolls were presented by City Clerk Thomas P. O'Leary, to whom they were certified and verified, as required by law, by City Assessor George S. Taylor. The total assessment, as shown by the rolls, was not computed, and the tabulation of the books will be started at once. The City Council will confirm the individual assessments as shown by the books presented by Mr. Taylor tomorrow evening.

Comptroller Higgins estimated the total 1929 rates at \$625,000,000, an increase of \$11,749,130 over the 1928 rates. The increase is due, he said, to the small amount of new construction this year, unchanged assessments in residential sections and reduction in some assessments because of depreciation in property value.

The total 1929 rates are divided into \$613,250,810 for real estate, \$30,505,796 franchise and \$15,238,949 personal. The exact total for 1929 will not be computed until about November 15, when the tax rate will be made out, based on assessments and the 1929 budget.

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BAKER PLANS TO BLOCK GRAFT

Coupled with investigating street improvement construction generally to determine if new criminal charges are warranted, Public Works Commissioner Baker this week hoped to effect a plan which would clear all branches of his large department from future suspicion.

Mr. Baker was acting city manager today in the absence of Stephen B. Story, who was at Asheville, N. C., attending the national convention of city managers. Mr. Baker said his reorganization program had not progressed beyond the suspension of two inspectors who admitted padding the record of asphalt used on Jersey Street.

Mr. Nier said he was summarizing for the grand jury the information which led to the arrest of John Petrossi, contractor, now at liberty on \$5,000 bail, for alleged bribery of a Jersey Street paving inspector.

NO NEW SUSPENSIONS
Mr. Baker said in all probability there would be no new suspensions until his investigation was finished. He said he hoped there would be no occasion to suspend others.

The discovery of a shortage of cement in the concrete base of certain streets, he said, had brought no information that would warrant a complaint against any particular contractor. He said:

"We have plugged up the possibility of shortages in the future." Mr. Baker said with the task of preparing for tonight's City Council meeting on his hands, he did not expect the paving scandal would get much attention today, unless Safety Commissioner Nier made new discoveries.

**Plymouth Ave. Group
Fights Pavement**
Unless the city manager government provides a new ordinance for paving Plymouth Avenue, this much needed improvement today was threatened with indefinite postponement.

Property owners had rallied today in opposition to repaving the street at a general width of twenty-four feet and leaving car tracks where they are, on the sides from Clarissa Street South to the Pennsylvania Railroad tracks at the entrance to Genesee Valley Park.

They crowded the City Council Chamber last night to voice their indignation. Headed by John M. Reddington, coal merchant, No. 549 Plymouth Avenue, at least fifteen spoke their minds.

There was some question as to the city's authority to compel the New York State Railways to move its tracks. When asked for his opinion, Corporation Counsel Platt said the city could compel such action by ordinance, but an attempt to do so would bring litigation.

The ordinance, which originated with City Manager Story, on request of the Automobile Club and other groups, would leave the tracks where they are, repave the street at a width of twenty-four feet and then widen it at some future time when the car tracks are abandoned for a bus line.

Plymouth Avenue property owners told the councilmen they want the street widened now.

The indignation of the Plymouth Avenue taxpayers was so impressive that action on the ordinance was deferred. The city administration and a representative delegation of property owners will confer with the New York State Railways on the possibility of presenting an ordinance acceptable to the residents who must pay for the improvement.

18TH WARD PROTEST
Another indignant group was heard by the City Council. This one came from the Eighteenth Ward, with a protest against changing the zoning of McKinstry Street, just off Webster Avenue, from residential to commercial. Lot No. 58 would be made commercial by the proposed change.

A remonstrance for most of the property owners was presented by Arthur Rathjen, who said the change was desired to permit the construction of garages in a purely residential district.

**PAK
SAVE**

Says Big Cuts Prove Assessors' Work Poor

Editor, Times-Union:
I have read in your paper that the valuation of the K. C. Building was reduced from \$802,400 to \$375,000 and that of the Masonic Temple from \$500,000 to \$200,000. Now it seems to me that our assessors have no idea as to the value of property. If they do know values, why the drastic cuts? Perhaps Manager Story can explain this, as he does some of the other questions that he answers through the newspapers.

A DISSATISFIED TAXPAYER.

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WOULD MOVE CAR TRACKS IN PLYMOUTH

Taxpayers Ask Railways To Put Tracks in Center of Avenue; Seek Pavement

COUNCIL TO ASK CHANGE

Railways Company To Fight Love Is Belief, as Shift Would Cost \$300,000

Opposition to the improvement of Plymouth Avenue South, by relaying a pavement of the same width as at present, developed so strenuously from a gathering of property owners at a hearing held by the City Council last evening, and according to Vice-Mayor Isaac Alder a new ordinance will be introduced compelling the New York State Railways to move its tracks to the center of the street. This was the unanimous wish of the property owners as manifested by about 30 speakers and Mayor Wilson said that it was the wish of the administration to meet the improvement, provided it was possible.

In response to an inquiry by Vice Mayor Alder, Corporation Counsel Clarence M. Platt said that he believed it was possible to compel the railways to move their tracks to the center of the street by passage of an ordinance. He said that it was not an open and shut legal proposition and in all probabilities would be litigated by the railways, but he felt it was a reasonable conclusion that the city had regulatory control over the tracks by ordinance.

Expense Said Prohibitive

Several of the property owners said it would be more advantageous to delay the improvement to enable the question to be litigated. At previous conferences on this subject, James F. Hamilton, president of the New York State Railways, declared that it was impossible to move the tracks to the center of the street because of the expense involved, estimated at approximately \$300,000. It is expected that should the council endeavor to force this action by ordinance, as suggested by Vice Mayor Alder, the railway company will take action to determine the validity of the move.

Councilman Chester A. Peake brought out the fact that the maximum pavement that could be laid in the street, by permitting the trees to remain, was 42 feet. The present pavement is 25 feet wide, and the ordinance for the proposed improvement, as drawn by Harold W. Baker, commissioner of public works, provides for a pavement of the same width. There was a vision of sentiment among the property owners as to the advantage or benefit in preserving the trees.

But, considerable group urged that the trees be removed as dangerous to pedestrians and instances were cited where heavy limbs had fallen during mild windstorms. There was a number of property owners, however, who urged the preservation of the trees and void objection to the suggestion that they be removed. It developed that a 50-foot street could be constructed if the trees were removed and argument was made to show that such a thoroughfare was necessary because the street is one of the main avenues of approach to the Greater University development, the aviation field, and to points north and west of Rochester.

Mr. Alder asserted that heretofore the city has been jarred off by the vibration of the tracks and she suggested that if

something wasn't done soon to improve the street, that it be renamed "Plymouth Alley."

Councilman Harry C. Goodwin suggested that a meeting of the property owners in Plymouth Avenue, together with Mayor Wilson, City Manager Story, Commissioner Baker, Mr. Hamilton and Charles R. Barnes, a commissioner of railways, take place for the purpose of trying to iron out the difficulties. He said that such a conference proved very productive as in the case of the Garson Avenue pavement, and he thought it would have the same good precedent for Plymouth Avenue.

At the opening of the hearing, Supervisor Harry Legg of the 19th Ward urged that full opportunity be given to the property owners to make known their views and Mayor Wilson, who presided, said that he wanted a complete expression of the taxpayers' opinion so that the administration could be guided accordingly.

McKinster Zoning Argued

Residents of Plymouth Avenue, who are in the hearing on the ordinance zoning the length of time which they lived on the street. The hearing was held at the City Council last evening, and the property owners, who were put on the side of the street in order to shorten up the pavement, which at that time, at 25 feet, was adequate for all traffic requirements. He said that the old Rochester and Brighton Railway officials, however, did not keep the promise to make the right-of-way of the trolley's attractive grass plots.

A controversy developed also in the hearing on the ordinance zoning lot No. 58 in McKinster Street. The ordinance provides for the extension of a commercial zone 45 feet to make it possible to build a structure on the rear of a gasoline station. At this time, J. Hamilton, attorney representing the property owner, having residence in the street, opposed the ordinance, and Edward Lang, attorney for the General Realty Company, urged its adoption. He pointed out that there was no intention to extend the commercial zone of the street farther than this lot No. 58. Mayor Wilson suggested that it was a matter for the City Planning Commission and the Council referred the matter to the board.

Final Hearing on Lake Avenue

No opposition developed on the final hearing on the Lake Avenue pavement ordinance from Winchester. The ordinance provides for the extension of a commercial zone 45 feet to make it possible to build a structure on the rear of a gasoline station. At this time, J. Hamilton, attorney representing the property owner, having residence in the street, opposed the ordinance, and Edward Lang, attorney for the General Realty Company, urged its adoption. He pointed out that there was no intention to extend the commercial zone of the street farther than this lot No. 58. Mayor Wilson suggested that it was a matter for the City Planning Commission and the Council referred the matter to the board.

By HIRAM MARKS

The annual tax assessment rolls of the city for the year 1929, providing an assessment approximating \$650,000,000 on real and franchise property, were confirmed last evening by the City Council on resolution of Councilman Harry C. Goodwin. A favorable report was received on the assessment roll from the finance committee, read by Vice-Mayor Isaac Alder. The rolls are the basis on which the taxes will be levied, one-half of which will be payable on Jan. 1 and the other half on July 1 next year.

The council adopted an adverse report of the public works and engineering committee, read by Councilman Edward P. Flynn, on the ordinance naming the aviation field the late Rear Admiral William

Vice-Mayor Alder introduced a resolution naming the aviation field the late Rear Admiral William

Hamilton Agrees To Conference

Repeats Company Willing To Put Plymouth Ave. Tracks in Street Center BUT TREES MUST BE CUT

Councilman Goodwin Thinks Changed Sentiment Favors Coming to Compromise

A settlement of the differences between property owners in Plymouth Avenue South and the New York State Railways regarding the location of the tracks in that thoroughfare is being sought by Councilman Harry C. Goodwin, who yesterday afternoon conferred with James F. Hamilton, president of the railways.

Mr. Hamilton told Mr. Goodwin that the company would put its tracks on a parkway in the center of the street, and that he would be willing to meet the taxpayers and members of the Council and other city officials to work out the details.

Wanted to Save Trees

At the hearing before the Council on Monday evening, there was a considerable change in opinion with reference to the preservation of the trees in that street. Previous attempts to settle the difficulty regarding the location of the tracks met with opposition from a substantial group of taxpayers who believed that the trees should be preserved at all costs. The sentiment manifested at the hearing Monday regarding removal of the trees because of their danger to pedestrians makes it possible for negotiations to be started to work out a settlement of the differences that have held up the pavement for five years or more, Mr. Goodwin feels. He will undertake to bring about a conference between the interested parties and will confer with Mayor Joseph C. Wilson and Councilman Chester A. Peake to that end.

"I was so impressed by the sincerity and interest shown by those residents of Plymouth Avenue who spoke at the hearing last night, that I took it upon myself to call Mr. Hamilton this afternoon," Councilman Goodwin last said.

But, of course, there always must be a narrow-minded, hold-on-to-my-property attitude, who would say that my statement was wrong. He says that I would look on page 492 of the World's Almanac, but it wasn't on that page. Of course he didn't tell the almanac of what year. Anyway, as Smith's salary was this year, \$15,000. He probably got mixed up with Mayor Walker's salary which is \$25,000.

A DEMOCRAT.

Editor, Rochester Journal:

I wrote a letter to the editor of the Rochester Journal saying that Story's salary of \$20,000 was too much for him and that Smith's salary was \$15,000. When I wrote that I knew very well that I was right.

But, of course, there always must be a narrow-minded, hold-on-to-my-property attitude, who would say that my statement was wrong. He says that I would look on page 492 of the World's Almanac, but it wasn't on that page. Of course he didn't tell the almanac of what year. Anyway, as Smith's salary was this year, \$15,000. He probably got mixed up with Mayor Walker's salary which is \$25,000.

A DEMOCRAT.

Hamilton Agrees

Mr. Hamilton said the company would put its tracks on a parkway in the center of the street similar to Parsells Avenue. Mr. Hamilton said he would be glad to meet with the taxpayers, members of the Council and other city officials to work out the details.

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A DEMOCRAT.

City Pays 13 Cents for High Test Gas

A meeting of the Bureau of Gas and Supply yesterday, at which a contract was awarded for 60,000 gallons of high-test gasoline to the Standard Oil Company at a price of 12 1/2 cents a gallon.

The low bid was due to the large quantity of gasoline on which the Standard Oil Company does not need to pay a tax, according to Commissioner of Public Works Harold W. Baker.

City Rejects Elmwood Ave. Paving Bids

Bids on Elmwood Avenue pavement, walks and sewers today were rejected by the city because of the great difference between the bid of the low bidder and the next high bidder, and because the low bidder's allowance on two items.

The Elmwood Avenue ordinance covers the strip from the old pavement to the new subway. The estimated cost was \$44,281.45. The city's estimate was \$45,495.55, and the bid was \$45,495.55. The bid was rejected because of the great difference between the bid of the low bidder and the next high bidder, and because the low bidder's allowance on two items.

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HAMILTON AGREES TO CONFERENCE

Repeats Company Willing To Put Plymouth Ave. Tracks in Street Center BUT TREES MUST BE CUT

Councilman Goodwin Thinks Changed Sentiment Favors Coming to Compromise

A settlement of the differences between property owners in Plymouth Avenue South and the New York State Railways regarding the location of the tracks in that thoroughfare is being sought by Councilman Harry C. Goodwin, who yesterday afternoon conferred with James F. Hamilton, president of the railways.

Mr. Hamilton told Mr. Goodwin that the company would put its tracks on a parkway in the center of the street, and that he would be willing to meet the taxpayers and members of the Council and other city officials to work out the details.

Wanted to Save Trees

At the hearing before the Council on Monday evening, there was a considerable change in opinion with reference to the preservation of the trees in that street. Previous attempts to settle the difficulty regarding the location of the tracks met with opposition from a substantial group of taxpayers who believed that the trees should be preserved at all costs. The sentiment manifested at the hearing Monday regarding removal of the trees because of their danger to pedestrians makes it possible for negotiations to be started to work out a settlement of the differences that have held up the pavement for five years or more, Mr. Goodwin feels. He will undertake to bring about a conference between the interested parties and will confer with Mayor Joseph C. Wilson and Councilman Chester A. Peake to that end.

"I was so impressed by the sincerity and interest shown by those residents of Plymouth Avenue who spoke at the hearing last night, that I took it upon myself to call Mr. Hamilton this afternoon," Councilman Goodwin last said.

But, of course, there always must be a narrow-minded, hold-on-to-my-property attitude, who would say that my statement was wrong. He says that I would look on page 492 of the World's Almanac, but it wasn't on that page. Of course he didn't tell the almanac of what year. Anyway, as Smith's salary was this year, \$15,000. He probably got mixed up with Mayor Walker's salary which is \$25,000.

A DEMOCRAT.

Hamilton Agrees

Mr. Hamilton said the company would put its tracks on a parkway in the center of the street similar to Parsells Avenue. Mr. Hamilton said he would be glad to meet with the taxpayers, members of the Council and other city officials to work out the details.

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A DEMOCRAT.

City Pays 13 Cents for High Test Gas

A meeting of the Bureau of Gas and Supply yesterday, at which a contract was awarded for 60,000 gallons of high-test gasoline to the Standard Oil Company at a price of 12 1/2 cents a gallon.

The low bid was due to the large quantity of gasoline on which the Standard Oil Company does not need to pay a tax, according to Commissioner of Public Works Harold W. Baker.

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Something To Hide?

Action of City Council in Barring Newsgatherers Seems To Indicate Presence of Secrets It Wants Concealed from Public.

Secret conferences voted by the City Council will not be accepted by the public as a precautionary measure taken in the interests of the people, but WILL be accepted as a very good indication that the council has something it wants to conceal from them.

Newspapermen are to be excluded from a conference next Friday afternoon on the repaving of a section of Lake Avenue, it was decided by a council vote of five to one.

They are to be excluded from future Friday afternoon conferences, and the council "stood opposed to any conferences where newspaper men or other outsiders are present."

That is a complete reversal of attitude for the council, elected as the first representatives of the people in a form of city government which would deal openly with them.

Fortunately, the people themselves are the ones who are to decide whether the council is taking the public in its confidence in excluding the real representatives of the people from getting news.

If the council has no secrets to keep from the people, it should not set the stage for secrecy.

BOULEVARD COST SPLIT UNDECIDED

Mayor Wilson Suggests 60-40 Division, but Council Asks Conference Next Week

BISHOP OFFERS OPINION

Would Have City Pay More Than Usual as Seminary, Cemetery Benefit Little

After a two-hour discussion yesterday afternoon of the method of assessment of the proposed Lake Avenue Boulevard pavement between Winchester Street and the Buffalo, Rochester & Pittsburgh tracks, the City Council appeared on the point of agreeing to Mayor Joseph C. Wilson's suggestion that 60 per cent. of the cost of 26 feet of the proposed 36-foot pavement be assessed on the city at large and 40 per cent. on abutting property owners. No final action was taken, however, as the councilmen agreed to Councilman Isaac Adler's suggestion that a further conference next week would be advisable.

It is proposed that the pavement shall be 36 feet wide but Councilman Isaac Adler's suggestion that a further conference next week would be advisable. In answer to a question, Mr. Baker said he knew of no precedent for the peculiar conditions arising along the section of Lake Avenue under consideration and he said he did not think a precedent would be established as he knew of no possible similar set of circumstances in any other part of the city. In answer to a question, City Assessor George S. Taylor said it was not customary to make ex-

Hickey Asks City to Pay More

There were no particular objections expressed to Mayor Wilson's plan but Mr. Adler suggested that interested parties should be given a chance to talk over the matter with councilmen and more particularly with members of the Local Improvements Committee which is handling the ordinance. No date was set for the next conference but Mr. Baker said it would take place some time next week. The estimated cost of the work is \$225,000, of which \$40,000 would be for the stormwater sewer.

A Closed Incident

Last Friday's afternoon press reported an hour's confab between Mrs. William A. Montgomery and the city manager, Stephen B. Story, about the exchange of letters between the two parties relative to her charges of police corruption and his tardy defense of his official subordinates in the face of what appears to have been a slanderous and unfair attack.

"I consider the incident closed," Mrs. Montgomery was reported as saying at the conclusion of her star-chamber visit to the City Hall.

That is choice reading! It is characteristic of those who utter slanders in the heat of writers' itch to wish to "close the incident" with all dispatch.

The incident is far from closed! Let us see now what Mrs. Montgomery has to say in support of her accusations. Story has publicly challenged her to bring out her proof. He should have done it the day following her open letter, and it was only the swelling resentment of the public and his subordinates that finally drove him to the defense of the department under him. Is the man a moral coward to lie down in the face of such an issue merely because a woman calls in his office and palavers for an hour? The public has interests here.

Oh, does Story see in Mrs. Montgomery and a certain coterie of her admirers potential enemies of the Republican Party which is the only agency in Rochester with enterprise enough to scrutinize his conduct?

There is one thing that the public is entitled to demand. If Rochester has a corrupt police force, honey-combed with liquor, as Mrs. Montgomery charges, her accusations should promptly be sifted by responsible authority. If she uttered slanders for open letters, she should be denied the columns of every decent Rochester newspaper as long as she lives.

Mr. Baker read a letter from Bishop Thomas P. Hickey bearing on the subject of the proposed pavement. Much of the property along the street between the two points included in the ordinance is occupied by Holy Sepulchre Cemetery and St. Bernard's Seminary, and Riverside Cemetery also is included in the assessment area. As Bishop Hickey pointed out that Holy Sepulchre and the cemetery would receive little benefit from the improvement, since most of the boulevard traffic proceeds to the lake, he considers that the city at large should stand a greater proportion of the cost than under ordinary circumstances.

Matter Without Precedent

In his letter, Bishop Hickey mentioned that the city paid 61 per cent. of the Wolcott Road improvement cost, but Consulting City Engineer Edwin A. Fisher explained that the actual division of cost was 50 per cent. on the city and 50 per cent. on the University of Rochester. It was necessary to do a great deal of filling-in for this pavement and road, he said, and the university put in 58,000 loads of dirt, taken from the Oak Hill site, at a cost of \$50,000. In conformance with the agreement reached previously, the university was given credit for this sum when the ordinance for the pavement was prepared. Thus, while the ordinance calls for payment on a 50-50 basis, he said, the fact that the university has expended \$50,000 is taken into consideration so that the city will pay 61 per cent. of the cost of completing the work but only 50 per cent. of the total expense.

In answer to a question, Mr. Baker said he knew of no precedent for the peculiar conditions arising along the section of Lake Avenue under consideration and he said he did not think a precedent would be established as he knew of no possible similar set of circumstances in any other part of the city. In answer to a question, City Assessor George S. Taylor said it was not customary to make ex-

Group Supporting MacFarlane Gives Campaign Motives

Committee Calls Whitley's Attack on City Manager Charter as Offensive to Many Bi-Partisan Supporters of Plan and Urges His Defeat.

The Committee of 10,000, which is backing William MacFarlane, an attorney, as an Independent Republican against State Senator James L. Whitley, today issued a statement explaining its motives and replying to many questions asked members of the committee.

"We have started to organize," says the statement which was issued through executive offices, "on the conviction:

"First: Politics in a community, if administered primarily for partisan purposes, drifts easily into the position where it can be manipulated for private gain. When carried to its limit this produces the conditions which we see in Chicago, Philadelphia and elsewhere—many forms of vice and crime flourish because they are profitable to those in power.

Mobilized Strength

"Second: There is always in every community a large group of independent citizens who are interested, not in partisan success, but in the good of the whole group. Too frequently their desires are ineffective because they do not mobilize to achieve them, whereas those who profit by favors given can afford to present their demands insistently and effectively.

"We believe that if these public-spirited people could be mobilized into some organization as we propose so that they could give a sufficient voting strength to make those demands count, it would have several wholesome effects:

"First: It would tend to promote the designation of better men for office by the regular parties. If those who have the designating function were considering a man not worthy and knew that an unfit candidate was sure to have his election contested by a large block of citizens they would be less likely to designate him.

Second, it would offer to high grade men a backing based on their public service, not on party regularity. It would thus induce a higher type of man to enter office. At present many men hesitate to accept designation because it makes them subservient to the party group which designates them and to be regular they find themselves forced to do things contrary to their sense of what constitutes public good.

Protests Ignored

"We know that if such a group is to be formed, it must be formed about an issue and formed when that issue is pending. Mr. Whitley's designation forms such an issue. He was designated in spite of strong protest. His choice is particularly offensive to a large bi-partisan group of citizens interested in the city manager movement because he openly allied himself with the enemies of that movement—a group who opposed its adoption and have done all they could to weaken many of its provisions and who are widely reported to be out to secure control of the council at the next election. Mr. Whitley introduced the bill in Albany which had for its aim the destruction of one of the most useful features of the charter.

"Further, his designation is an offense to another large group of men and women because in spite of the fact that the Republican national platform and the national candidates whom he is supposed to support are frankly for the enforcement of the 18th Amendment the Republican party leaders saw fit to choose a man to head their ticket who was the avowed enemy of the cause for which that amendment stands and one who indeed had done out of his way to vote with the Democrats to repeal the state enforcement act.

Non-Partisan Movement

Because he is so unsatisfactory as secured in Mr. MacFarlane's indictment to oppose him whom believe represents the high type citizen we are looking for in

public office—one who accepts it as a civic duty and not as a means to partisan ends; one whom we would be proud to have represent us at Washington. We believe if he is willing to make the sacrifices necessary to carry through this campaign and accept the duties of this office if elected, he deserves and will get the support of the citizens who are interested in keeping the tone of political life on a high level.

"We have been asked whether the Committee of 10,000 is primarily interested in the wet and dry issue, it is not, except as that issue is mixed into the general questions of good government and the securing of the highest type of public servant.

"We have been asked whether we are primarily Republican. We are not. We are non-partisan. The fact that we are contesting a Republican office is due to the fact that it is the designee of this party at this time who is particularly objectionable to a large number of citizens.

"Those who have so far initiated this movement claim no particular virtue nor corner on the public conscience. They feel, however, that there is a real need; that political conditions are now fluid, but that they could settle back where we would lose the values which were attained by our recent change in the local form of government; that some one should move to mobilize the independent sentiment for good government, and especially to protest the nomination of one who, on so many counts, affronts this sentiment. Urged by these considerations, they have started the movement.

Ask Citizens To Enroll

"We eagerly seek the co-operation of all citizens, regardless of party or race or creed, who desire these same ends—and to make the work effective, we desire a permanent organization. To that end we are securing, as many members of the Committee of 10,000 are doing by asking them to enroll under the following statement:

"I hereby enroll as a member of the Committee of 10,000 of Rochester and Monroe County and declare it my purpose, consistent with my best judgment, to support those candidates who are best qualified for office, regardless of party and endorsed by the Committee of 10,000. I further declare it my purpose to widest use of my influence to secure the possible voters; to forward every movement for cleaner political life government from manipulation for party or partisan purposes.

"Cards may be secured by those who desire them at headquarters at 2 Temple Building, and those who will help secure signatures are asked to call for them in person or phone Stone 984, asking that cards be mailed."

Lake Ave. Assessment Concessions Urged

All opposition to repaving Lake Avenue Boulevard, between Winchester Street and the Buffalo, Rochester & Pittsburgh Railway bridge, would be removed by assessment concessions under consideration for all the abutting property of the section, was the opinion of city officials today.

The City Council, at its conference yesterday on this proposed improvement, recommended that Public Works Commissioner Baker prepare no wordings to place 60 per cent. of all the cost of a twenty-six foot pavement, curbing, grading, etc., on the city at large and 40 per cent. against Holy Sepulchre Cemetery Association, Riverside Cemetery Association and St. Bernard's Seminary.

Engineers explained that in the Wolcott Road improvement the University already has contributed \$50,000 toward the improvement by placing dirt, taken from the new Oak Hill property, on the site of the proposed boulevard along the upper river.

The actual division of the cost of the Wolcott Road Boulevard would be on a 50-50 basis, against the University and 60 per cent. against the city.

The greater concession to Lake Avenue property was to be made because of its peculiar nature and the fact that a new pavement is necessary to the two cemeteries and the seminary, and is desired more by the city at large and property owners to the north of the B. R. & P. bridge.

When the new ordinances are prepared, another conference will be held with Bishop Hickey, Mayor Wilson said.

According to the reports, the proposal has been made that it be at large pay 57 1/2 per cent. of abutting property owners 40 per cent. and the utility companies 2 1/2 per cent. of the cost for the improvement.

Such a distribution of cost is not unusual, said the city engineer. As councilman at large, I conceive it my duty to do only the things which are in my judgment, right, rather than to seek to things which are primarily in the interests of abutting property owners, as against the taxpayers at large. Nothing has been brought out to prove that the property owners between Winchester Street and the B. R. & P. tracks should be considered other than property owners.

The property owners in the section under consideration have asked for special consideration because the city is paying 50 per cent. of the cost of Wolcott Road.

To my mind this is no reason for making an extra concession to it Lake Avenue property owners.

In the case of the Lake Avenue property owners and the University of Rochester (the property of the University abuts Wolcott Road) each group is exempt from taxation to start with, so all are on an equal footing in this respect.

In the case of the section of Lake Avenue under consideration, the University does not own any of the abutting property, and therefore it is not bound by any of the 50-50 on such grounds.

But there is a precedent where a pavement is widened to 20 feet and the city pays for the excess. Under this practice the city is bound to pay for 10 feet of paving in Lake Avenue, as it is planned to make a pavement 36 feet in width.

Now that is a fair statement of the case, and I defy any member of this Council to question my logic up to this point.

The statement has been made that the property in Lake Avenue will not benefit from the improvement. It is equally true that the property owned by the University will not benefit from the improvement. In fact, the University loses the improvement in order to have the city stand a larger share of the cost of the improvement.

As a matter of fact, there are several ways to reach the University property, but there are only two ways to reach the property on Lake Avenue, and Lake Avenue alone may be used to reach part of the property. I understand that there is an entrance to the cemetery property from Dewey Avenue, in view of these facts, a better road in Lake Avenue will greatly benefit the property owners.

Now I am for a 50-50 pavement, and for having the tracks put in the center of the street. But I submit it is not fair to make the railway company go to unusual expense simply because it can be made to do so under the law.

There are three interests involved in the Plymouth Avenue improvement: the city at large, and the street riders, because they have to foot the bill, and the company is put to unusual expense.

The abutting property owners are making a real sacrifice when they show their trees to be taken down.

The city at large, because the street will be 50 feet in width, will be some 100 feet longer than the present street, and the city will have to pay for some of the pavement.

At the meeting Friday night, I shall assume that they are correct.

TROLLEY CARS IN CENTER OF STREET ASKED

Plymouth Pavement Ordinance in Committee Calls for Widening and Removal of Some Trees.

The New York State Railways is compelled to place its tracks in the center of Plymouth Avenue under provisions of an ordinance introduced in City Council last night by Mayor Joseph C. Wilson.

This ordinance and two others which provide for widening the avenue to 42 or 50 feet respectively between Clarissa Street and the Pennsylvania Railroad tracks at the entrance of Genesee Valley Park, were the answer to James P. Hamilton, president of the New York State Railways, who suggested that the tracks be placed in a parkway in the center of the street.

Furthermore, the last two ordinances replace an original ordinance for the improvement, which would have allowed the tracks to remain at the sides of the street and did not provide for widening.

The original ordinance has in all intents and purposes been tossed in the waste basket in spite of the fact that it had reached final hearing when the howl of protest was raised by the Plymouth Avenue property owners affected.

Evidently intending to stick with their ordinances through thick and thin, a large group of Plymouth Avenue property owners attended the meeting last night and remained to the finish although Mayor Wilson informed them that the ordinance were merely being introduced, that no action would be taken, and no hearing held.

The pavement specified is asphalt. According to Mayor Wilson a 42-foot pavement would require removal of half a few of the trees along the avenue, but he admitted that a 50-foot pavement would result in removal of all the trees.

The ordinance compelling the street car company to move its tracks was referred to the Public Utilities Committee and the other two ordinances to the local improvement committee.

The club, in its statement of its position, asked for improved highways of concrete, 40 feet in width, from the city line to a point at least 20 miles distant in Buffalo Road, Scottsville Road, West Henrietta Road, Float Bridge Road, Million Dollar Highway, Honey-moon Trail, East Avenue, Monroe Avenue to Pittsford and then east, taking the stand that the highways should be sufficiently wide and strong to take care of the peak loads.

Good Highways Bring Business

The club further asked that city entrance streets, 40 feet wide and of concrete or asphalt, connecting with these state highways, and for connecting streets of the same construction directly to the downtown business section.

The touring season, the peak of which has recently ended, proved beyond the shadow of a doubt, to anyone interested, that the highways leading to Rochester are inadequate in width. Congestion on many of them was most marked, but not necessarily at any one time or around a holiday.

The relation of highways and streets to the business welfare, growth, and prosperity of the city is most marked. If the highways are inadequate to carry the load of traffic, traffic is going in a direction in which the roads are wide enough.

If city entrance streets and connecting streets to the business section are rough, inadequate to carry the load, and in general poor condition, prospective customers for Rochester establishments are going to refuse to come to Rochester, and will go in a direction where they can get comfortable streets to travel.

It is a matter of congratulation that state and city officials both listened with an attentive ear to the case as presented by the Automobile Club. Highway building plans for 1928 were completed when the campaign opened, but action for 1929 was received. Monroe Avenue and Float Bridge Road are both to be rebuilt next year and widened to not less than 30 feet. The 40 feet width would be better, and it is not too late now to have the change put into effect.

But there should be more roads widened next year to lessen the most serious congestion that is daily taking its toll from business Rochester. The Buffalo Road should be widened to 40 feet as far as Batavia. East Avenue should be widened, and will be in 1930, the state highway officials desiring to have one road east open, and Monroe Avenue is on the map to be closed next year.

The Million Dollar Highway to Spencerport has been rebuilt this year, 20 feet wide and of concrete. It should be 40 feet.

The Honey-moon Trail, which after Nov. 1 will have a city entrance street 40 feet wide connecting with it, should be widened to 40 feet.

The Scottsville Road should be widened to 40 feet.

The West Henrietta Road, Rochester's only entrance from the south, is now 20 feet wide and of concrete, but it is woefully inadequate to carry the load of traffic. The road should be widened to 40 feet and new year.

These are concrete examples of what state officials face in giving to Rochester the highways it needs and which the burden of traffic unquestionably exhibits are merited.

Council Takes Action

Within the city limits, the response to the club campaign has been most wholehearted. City Manager Stephen B. Story pledged his unqualified co-operation, and then went ahead to carry out his pledge. Councilmen Milne, Peake, Foulkes, and Durban, by introducing the necessary ordinances, prepared the way for the improvement of many of the city streets which were actually keeping motorists and trade from Rochester.

Leviston Avenue will be completed on Nov. 1, of concrete and 40 feet wide.

Mount Hope Avenue is being widened to 40 feet, will be of concrete for part of the length, asphalt for another section, and asphalt surface over medina block for the balance.

The Rochester street known as Buffalo Road, will be widened to 40 feet and of concrete in 1929.

Lake Avenue will be rebuilt in 1929.

And the balance of the Automobile Club program which was presented to City Manager Story will be worked out as rapidly as possible.

Thus, Rochester is on its way to become greater. First come the roads, then the city streets, and finally the Civic Center, and when all are completed we will have a truly Greater Rochester.

By GEORGE C. DONAHUE, Secretary Automobile Club of Rochester.

On April 30, 1928, the Automobile Club of Rochester, through its executive committee adopted a slogan, "Paving the Way to a Greater Rochester," and started a publicity campaign to awaken in the public mind the necessity of road and street improvement in the city of Rochester and to a point 20 miles from Rochester in every direction.

Says 40 Per Cent. for City Fair

I believe it to be fair for the city to stand 40 per cent. and abutting property owners 60 per cent. of the cost of a 50-foot pavement, as against the city at large and 60 per cent. against the city at large.

At the meeting Friday night, I shall assume that they are correct.

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Thus, Rochester is on its way to become greater. First come the roads, then the city streets, and finally the Civic Center, and when all are completed we will have a truly Greater Rochester.

COUNCIL PREPARES TO CENTER TRACKS TO PAVE PLYMOUTH

New Ordinance on House Numbering

The house numbering ordinance, drafted under the direction of City Manager Stephen B. Story, has the following provisions relating to property owners:

Section 1. House Numbering. Owners shall maintain numbers on all buildings. The numbers on each building shall be the numbers assigned by the Commissioner of Public Works. Before a new building is completed, the owner shall obtain the assignment of numbers from the Commissioner of Public Works and place such numbers on such building. All other numbers shall be removed.

Section 2. Legibility. The numbers shall be so placed as to be plain from the sidewalk, and the figures shall be not less than two inches in height and of proper proportion. Said figures shall be Arabic numerals. The figures shall be black on a white background or similar contrasting colors. Numbers which are not equal in size shall be above the other numbers. The figures shall be changed to comply with these provisions.

Section 3. Failure to comply. In case the owner of property does not place said numbers and remove all other numbers within five days after service of notice so to do, the Commissioner of Public Works is hereby directed to place said numbers and to charge therefor a fee of \$2 for placing each number and a fee of \$1 for removing each number, which sums are to be collected from the owners pursuant to the provisions of law.

Section 4. This ordinance shall take effect immediately.

presented a resolution continuing the assessment roll for 1921. The City Manager and the City Council have agreed to continue the assessment roll for 1921. The City Manager and the City Council have agreed to continue the assessment roll for 1921.

Public Hearings Conducted

There was a large amount of miscellaneous business before the Council concerning the purchase and sale of land for municipal purposes and a settlement of claims, and the execution of contracts and agreements. Councilman Nelson A. Milne presented a resolution directing Commissioner Baker to lay water mains in Granby Street. Public hearings were conducted on the following ordinances:

Clinton Avenue. North additional lighting. Brookhaven Terrace and Wetmore Park asphalt pavements. Fairgate Street and Woodside Street concrete pavements.

An appropriation was authorized for the maintenance of the State Bureau of Municipal Information. Upon the favorable report of Councilman Edward P. Flynn, for the Public Works and Engineering Committee, City Manager Story was authorized to enter into an agreement with the Pennsylvania Railroad for the construction of a side track into the asphalt plant and for the use of municipal property near the asphalt plant and was also authorized to execute an agreement with the New York Central for an unloading pit in Durand Street, York.

Following the Council meeting, the City Planning and Zoning Committee conducted a public hearing on the petition of Murphy O'Brien for permission to locate an underground parking lot in Monroe Avenue at Elm Street. Mayor C. Dyer appeared in opposition to the petition and the committee took the matter under advisement.

Hears 3 Ordinances on Move; 42 or 50-Foot Street Proposed

HOUSE NUMBERING ORDERED UNIFORM

Street Names Likely to Cause Confusion Will Be Changed

By HIRAM MARKS

Three ordinances relating to the paving of Plymouth Avenue South were introduced last evening in the City Council meeting by Mayor Joseph C. Wilson. The ordinances required the New York State Railways to place its tracks in the center of the street and it was referred to the Public Utilities and Local Improvement Committees. The other ordinances fixed the width of the pavement at 42 feet and 50 feet, making it possible for the property owners to decide whether they want the trees to be removed. Forty-two feet is the maximum width if the trees remain, but the wider width is possible as an alternative, if the trees are eliminated. The ordinances were referred to the Local Improvement Committee. A public hearing on them will take place on Monday evening, Oct. 8.

A systematic plan for eliminating duplications and confusion in street names and for numbering houses uniformly in Rochester is provided under three measures introduced to the City Council by Mayor Wilson. One directed City Manager Story to submit a report on all conflicting street names, or names that are confusing, and to give the elimination of each street was named. The second ordinance provides for the administration of house numbering, empowering the Commissioner of Public Works to undertake this function, and the third ordinance requires property owners to number their houses uniformly.

Lighting Contract Awarded

The ordinances for the administration of house numbering and for the method of numbering were referred to the city planning and building committee. The ordinance provides that there should be a number for every 15 feet.

Upon the favorable report of the finance committee, read by Vice Mayor Adler, the contract for lighting the traffic signals was authorized to the Rochester Gas & Electric Corporation without competitive bidding. A public utilities report was given by Councilman Harry C. Goodwin favored the authorization of Commissioner of Public Works Harold W. Baker to grant a license to the Rochester Gas & Electric Corporation to construct steam mains in West Avenue, and the ordinance was adopted unanimously.

Councilman Chester A. Peake, reporting for the city planning and zoning committee, favored the changing of the name of Upphams Street to Delaware Drive, and the ordinance was adopted. Councilman Louis F. Foulkes presented a remonstrance against the improvement of Jay Street, and a resolution requesting the preparation of a local improvement ordinance for Blossom Road widening from University Avenue to Whiston Road.

Councilman Joseph L. Guzzetta presented a remonstrance against the improvement of Jay Street, and a resolution requesting the preparation of a local improvement ordinance for Blossom Road widening from University Avenue to Whiston Road.

LEAVE ASKED BY GOODWIN

Councilman Analyzes Points at Issue in Plymouth and Lake Avenues

In conjunction with the Council meeting last night, Councilman Goodwin issued a statement concerning his views on the Plymouth Avenue and Lake Avenue pavements. Mr. Goodwin said:

I learn from the newspapers that it is proposed to lay a 42 or 50-foot pavement in Plymouth Avenue and compel the street railways company to put the tracks in the center of the street.

There are three interests involved in the proposed improvement: the city at large, and the street car riders. I am not sure, but because they have to foot the bill when the company is put to unusual expense.

The abutting property owners are making a real sacrifice when they allow all their trees to be taken down.

The city at large, because the street will be 50 feet in width, will be able to pay for some of the pavement.

Now, it seems to me that some compromise should be reached if all concerned meet in open conference. For years we have been fighting about the Lake Avenue and Plymouth Avenue improvements. Most of the time, the city at large has been held behind closed doors. It has been impossible to reach any agreement.

Let's try letting everybody know what we are doing. Let's try letting everybody know what we are doing. Let's try letting everybody know what we are doing.

Now that is a precedent where a pavement wider than 26 feet that the city pay for the excess. Under this practice the city at large is to pay 50 per cent of the cost.

But there is a fair statement of the case, and I defy any member of this Council to question my logic up to this point.

The statement has been made that the property in Lake Avenue will not be improved. It is equally true that the property owned by the University will not be improved. The improvement will be a detriment, although it has not advanced this city a larger share of the cost of the improvement.

ON CROSSING ELIMINATION

Residents and Industrial Men of West Ave. Section Argue About Choice of Subway Location.

A third hearing on the proposed elimination of the Buffalo, Rochester & Pittsburgh Railroad crossing at one of the streets between Buffalo Road and Saxton Street was held before the Public Service Commission today.

The railroad is opposed to any plan for an elimination until a study is made of the section between the two streets and a comprehensive plan evolved. William F. Strang said at the hearing today.

The city favors the elimination of the crossing at Hague Street. A report of the City Planning Commission was read into the record, opposing the closing of Hague, Ames, Colvin or York streets, a proposal advanced at a previous hearing. No mention was made in the resolution of the closing of any of the streets which might be closed if an elimination is made.

Representatives of the Davenport Machine Tool Company in Ames Street said they were opposed to any construction of a subway at that point. A. T. Hatch said, "We claim it would damage their plant and necessitate long detours."

Henry W. Kinnell of the Taylor Instrument Company said he opposed the closing of either Hague or Ames streets and favors elimination of the crossing at Ames Street.

SEP 25 1928

STABLE OWNER WILL APPEAL CITY DECISION

Philip Yeoman, proprietor of the Crittenden Park Riding Academy, today signified his intention of appealing to higher courts yesterday by the City Zoning Commission that the academy must be moved.

This riding stable, located at Mt. Hope Avenue and Rossiter Drive, has been the center of controversy for more than a year. Property owners holding it is a nuisance. Hearing was conducted by the Zoning Commission in City Hall Annex yesterday and nearly 50 property owners entered their protest and submitted a petition requesting that the commission refuse to grant permission to Yeoman to run his stable.

Mr. Yeoman was represented by Joseph Hogan, attorney, who argued that the academy had been located in the Crittenden Park section, which includes the site of the new University of Rochester, since 1927, and that prior to that time a stable had been located there. He said that the horses had broken away many times, especially in the summer when the horse flies were biting, and had run over their cars there.

Work authorized for bids on Oct. 3 is as follows: Mount Hope Avenue asphalt resurfacing from Stewart Street to Robinson Road, engineer's estimate, \$27,555; Court Street asphalt paving from Exchange Street to South Avenue, \$23,455.

SHOES, BROOMS COSTS CITY LESS BY NEW BUYING

Bidding Method Found To Save Money on Many Kinds of Supplies

Through the policy of the city in purchasing every commodity bidding by competitive bidding, a substantial saving will accrue to taxpayers, it was pointed out yesterday afternoon by City Manager Stephen B. Story.

This policy has resulted in a large volume of work being handled by the Bureau of Purchase and Supply, in charge of Wendell T. Andrews, city purchasing agent, and yesterday 114 different proposals were received for materials and commodities required by the city. The opening of the bids was supervised by Mr. Story and Comptroller Clarence E. Higgins, whose department has charge of the Bureau of Purchase and Supply.

Savings on Shoes, Brooms

The city received proposals by competitive bidding yesterday for a quantity of shoes for the Bureau of Charities, with spirited bidding among seven contenders. The contracts will be awarded tomorrow.

Mr. Story, who was associated with these men in the campaign, has sought to dictate, but has failed in his attempts. He has sought to dictate, but has failed in his attempts. He has sought to dictate, but has failed in his attempts.

Building materials, also items required for street repair and construction, were advertised for bids and a number of proposals were received. Next week the city will receive proposals for 500 tons of slag and for other materials.

Low Bids on Street Work

Low bidders for local improvement work, according to tabulations completed last evening by Edward C. Widman, chief clerk of the Bureau of Design and Construction, were as follows: Portage Street asphalt pavement, Julius Friedrich Company, Inc., \$16,236.55; Luella Street asphalt pavement, Rochester Willite Corporation, \$1,939.92; Velox Street concrete pavement, William Bailey Corporation, \$7,743.73; Robin Street walks, Philip Petrossi, \$1,636; Rauber Street concrete pavement, walks, and sewer, William Bailey Corporation, \$24,544; Elmwood Avenue asphalt pavement, walks, Thomas Hohman Company, Inc., \$39,335.55; Plover Street walks, George J. Goodrich, \$607.

Work authorized for bids on Oct. 3 is as follows: Mount Hope Avenue asphalt resurfacing from Stewart Street to Robinson Road, engineer's estimate, \$27,555; Court Street asphalt paving from Exchange Street to South Avenue, \$23,455.

The reorganization of the fire and police departments under Commissioner Baker was praised by Mr. Goodwin, who declared that "the old political game of favorites has been broken up. Police have learned that so long as they do their duty their authority is supreme and no politicians can get their jobs. Mr. Baker found good men on the job and has given them the opportunity to show their real worth."

Mr. Goodwin said that the new order of things was a good one. He said that the new order of things was a good one. He said that the new order of things was a good one.

Councilmen Accept Instructions From Outside, Is Charge

City Manager Has Proved Able Manager and Played No Politics, Harry Goodwin Tells Ad Club—No Favoritism Played in Police Ranks.

Charging that it was clear that certain members of the City Council were "informing political mentors outside on what was taking place in the informal session and getting instructions from political leaders as to their actions," Councilman Harry C. Goodwin this noon addressed the Rochester Ad Club on "City Management, Past, Present and Future."

In the course of his talk Mr. Goodwin took occasion to "spike" rumors that have been rife concerning the workings of the City Council. In referring to the intrigue in the council he said that it had made necessary at one time to state to the council that the fact that the newly-appointed city clerk, Thomas B. O'Leary, owed his appointment to the council and to the council alone.

Relating the circumstances surrounding the appointment of Stephen B. Story as city manager, Mr. Goodwin stated that he had put Mr. Story to the test. He said that if Mr. Story would accept only the advice of Leo MacSwiney in making appointments and that the answer received convinced him that the fact that this effect "was a lie, promulgated for political purposes only."

Other statements made by Mr. Goodwin were as follows:

Leo MacSwiney interferes. "Neither Leo MacSwiney, Mortimer R. Miller, T. Carl Nixon or Harvey Burkhart has in any way sought to influence Mr. Story in his work as city manager. If Mr. man have ever played the square these four men have done so. This is not true of Mr. Burkhart, who was associated with these men in the campaign. He has sought to dictate, but has failed in his attempts. He has sought to dictate, but has failed in his attempts. He has sought to dictate, but has failed in his attempts."

Mr. Eastman, nasty pre-election maneuvers to the contrary, has not interfered in any way with any city official. "Leo MacSwiney did not dictate the appointment of George J. Nier as commissioner of public safety. Mr. Story has proved himself an able manager. His judgment has been sound. He has played no politics. He has played no politics. He has played no politics."

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MANAGER PLAN SUCCESS TO DATE, HAS MET EVERY PLEDGE, SAYS GOODWIN

Will Continue To as Long as People Know What Is Going On, He Tells Ad Men, but Warns of Dangers in Secret Sessions

SAYS ALL ATTEMPTS TO 'STEER' COUNCIL HAVE THUS FAR FAILED

A city government free from effective dictation, more efficient, and more economical: but still capable of being undermined by hostile political influences, was the picture of Rochester's city manager government near the close of its first year that Councilman Harry C. Goodwin painted before the Ad Club at its luncheon yesterday noon.

Mr. Goodwin reviewed the beginnings of the administration, declaring that since its inauguration none of the men active in the nomination and election of councilmen who pledged themselves to

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Thousands Saved to City

Since Jan. 1, I have not heard anyone who opposed the City Manager Charter during the campaign say a word of criticism for the city manager form of government. The critics say that they think so much of the plan now that they want to run it.

Mr. Story does not run the Council and the Council does not run Mr. Story. At no time have I seen him make any concessions as a matter of expediency. His attitude has always been on the question of right or wrong as it affects the interest of the people.

Mr. Higgins, head of the Department of Finance, trained in the Bureau of Municipal Research, and Mayor Wilson, with a background of training in the best schools of finance, Mr. Higgins has saved the city of Rochester thousands of dollars. The police have been reorganized. I make the prophecy that before two years have passed the police will have been reorganized under his directions by a capable bureau leader, will have saved the city money, and the salaries of the executive heads of the government for five years to come.

Time does not permit the enumeration of all the accomplishments which have been effected in the financial procedure since the first of the year. Many changes have been made in the detail and routine procedure to provide for efficient and businesslike administration. The purchase order, billing, and payment methods have been revamped. Any one who has been in the city since the change in the system, wherever checks are sent direct to the city, will find that the change has been necessary to send somebody or some one to the City Hall (counting room) to get checks out from the city.

First Audit in 20 years. For the first time in about 20 years the city has had a general complete audit of its books and financial transactions. Such an audit is required by law. The audit was limited to the year 1927. The value has been demonstrated by a question of audit, and it is believed that this kind of audit has come to stay. Improvements of character and of the personnel of the city. As a result of this audit, serious savings have been effected. One extending back to 1926, and the other going back further. The audit has been taken and are being taken to tighten up on the various departments and on the city officials. The audit is in accordance with good accounting practices. An independent check on the city's financial affairs, which will make it more difficult to carry on any extensive speculation. More merchandise is being bought on the basis of competitive prices than ever before. Through the establishment of a central store, merchandise is now being bought in quantities with savings from 30 to 50 per cent.

An inventory of real estate owned by the city is also in process, and complete records are being worked up on this property. The real estate work has been completely reorganized and revenue from rentals have been showing a steady increase over the last year. Delinquent accounts are being followed up and collections made.

In one department, during the last two weeks, \$12,000 in delinquent accounts for 1927 and 1928 have been collected through a general follow up of bills found to be due the city. Budget changes have been made in the budget of the city, and for the first time since 1920, a budget. The document has been prepared, which shows the financial operating plan of the city for the whole year.

Baker-Milne Controversy. Harold W. Baker, Commissioner of Water Public Works, has served under the City Manager plan for two years. He has made a record of his work. He has made a record of his work. He has made a record of his work.

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COUNCIL PREPARES TO CENTER TRACKS TO PAVE PLYMOUTH

New Ordinance on House Numbering

The house numbering ordinance, drafted under the direction of City Manager Stephen B. Story, has the following provisions relating to property owners:

Section 1. House Numbering. Owners shall maintain numbers on all buildings. The numbers on each building shall be the numbers assigned by the Commissioner of Public Works. Before a new building is completed, the owner shall obtain the assignment of numbers from the Commissioner of Public Works and place such numbers on the building. All other numbers shall be removed.

Section 2. Legibility. The numbers shall be placed so as to be in plain view from the sidewalk, and the figures shall be not less than two inches in height and of proper proportion. Said figures shall be Arabic numerals. The figures shall be black on a white background, white on a black background or similar contrasting colors. Numbers which are not equally as legible as the above shall be changed to comply with these provisions.

Section 3. Failure to comply. In case the owner of property does not place said numbers and (or) remove all other numbers within five days after service of notice so to do, the Commissioner of Public Works is hereby directed to place said numbers and (or) remove all other numbers, and to charge therefor a fee of \$2 for placing each number and a fee of \$1 for removing each number, which sums are to be collected from the owners pursuant to the provisions of the City Charter.

Section 4. This ordinance shall take effect immediately.

presented a resolution concerning the assessment roll for Lyell Avenue pavement and Pullman Avenue sewer, walks and grading, and it was adopted by unanimous vote. Councilman Pease presented an ordinance authorizing the excavation and installation of drains for Wolcott Road pavements without competitive bidding, and it was unanimously adopted.

Public Hearings Conducted

There was a large amount of miscellaneous business before the Council concerning the purchase and sale of land for municipal purposes and a settlement of claims, and the execution of contracts and agreements in which the city is interested. Councilman Nelson A. Milne presented a resolution directing Commissioner Baker to lay water mains in Granby Street. Public hearings were conducted on the following ordinances:

Clinton Avenue North additional lighting; Brookhaven Terrace and Wetmore Park asphalt pavements; Fairgate Street and Woodside Street concrete pavements. An appropriation was authorized for the maintenance of the State Bureau of Municipal Information. Upon the favorable report of Councilman Edward P. Flynn, for the Public Works and Engineering Committee, City Manager Story was authorized to enter into an agreement with the Pennsylvania Railroad for the construction of a side track into the asphalt plant and for the use of municipal property near the asphalt plant and was also authorized to execute an agreement with the New York Central for an unloading pit in Durand-Eastman Park.

Following the Council meeting, the City Planning and Zoning Committee conducted a public hearing on the petition of Murphy O'Brien for permission to locate an unloading pit in Monroe Avenue at Field Street. Myron B. Dye appeared in opposition to the petition and the committee took the matter under advisement.

Hears 3 Ordinances on Move; 42 or 50-Foot Street Proposed

HOUSE NUMBERING ORDERED UNIFORM

Street Names Like to Cause Confusion Will Be Changed

By HIRAM MARKS

Three ordinances relating to the paving of Plymouth Avenue South were introduced last evening in the City Council meeting by Mayor Joseph C. Wilson. The ordinance required the New York State Railways to place its tracks in the center of the street and it was referred to the Public Utilities and Local Improvement Committee.

The other ordinances fixed the width of the pavement at 42 feet and 50 feet, making it possible for the property owners to decide whether they want the trees to be removed. The ordinance was referred to the Local Improvement Committee. A public hearing on them will take place on Monday evening, Oct. 8.

A systematic plan for eliminating duplications and confusion in street names and for numbering houses uniformly in Rochester is provided under three measures introduced to the City Council by Mayor Wilson. One directed City Manager Story to submit a report on existing street names, or numbering, and to give when each street was named. A second ordinance provided for the administration of house numbering. The third ordinance provided for the administration of Public Works to under function, and the third requires property owners to have their houses uniformly numbered.

Lighting Contract Awarded. The ordinance for the awarding of house numbering was referred to the city planning, building committee. The ordinance provides that there should be a number for every 15 feet.

Upon the favorable report of Councilman Pease, the contract for lighting the traffic signals was awarded to the Rochester Gas & Electric Corporation without competitive bidding. A public utilities report read by Councilman Harry C. Goodwin favored the authorization of Commissioner of Public Works Harold W. Baker to grant a license to the Rochester Gas & Electric Corporation to construct steam mains in West Avenue, and the ordinance was adopted unanimously.

Councilman Chester A. Pease, reporting for the city planning and zoning committee, favored the changing of the name of Urquhart Street to Delamaine Drive, and this ordinance was adopted. Councilman Louis F. Foulkes presented a remonstrance against the improvement of Jay Street, and a resolution requesting the preparation of a local improvement ordinance for widening of the street from University Avenue to Winston Road. Councilman Joseph L. Guzzetta

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FAIR PLAY LEVY ASKED BY GOODWIN

Councilman Analyzes Points at Issue in Plymouth and Lake Avenues

ON CROSSING ELIMINATION

Residents and Industrial Men of West Ave. Section Argue About Choice of Subway Location.

A third hearing on the proposed elimination of the Buffalo, Rochester & Pittsburgh Railroad crossing at one of the streets between Buffalo Road and Saxton Street was held before the Public Service Commission today.

The railroad is opposed to any plans for an elimination until a study is made of the section between the two streets and a comprehensive plan evolved. William F. Strang said at the hearing today.

The city favors the elimination of the crossing at Hague Street if an elimination is ordered by the commission. Consulting Engineer Pease said today. E. J. Govern, engineer of the commission, presided and acted as examiner. Many residents of the vicinity affected by the proposed elimination were present at the Court House session and at times expressed opinions to officials.

A report of a resolution passed by the City Planning Commission was read into the record, opposing the closing of Hague, Ames, Colvin or York streets, a proposal advanced at a previous hearing. No action was made in the resolution of Child Street, which was considered as one of the streets which might be closed if an elimination is made.

Representatives of the Davenport Machine Tool Company in Ames Street said they were opposed to any construction of a subway at that point. A. T. Hatch said. He claimed it would destroy their plant and necessitate long detours. Henry W. Kimmell of the Taylor Instrument Company said he opposed the closing of either Hague or Ames streets and favors elimination of the crossing at Ames Street.

Among items on which proposals were received yesterday were a quantity of brooms required for use in city buildings. This is the first time that brooms have been purchased in quantity, and Mr. Amos said the saving was substantial.

SHOES, BROOMS COSTS CITY LESS BY NEW BUYING

Bidding Method Found To Save Money on Many Kinds of Supplies

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MANAGER PLAN SUCCESS TO DATE, HAS MET EVERY PLEDGE, SAYS GOODWIN

Will Continue To as Long as People Know What Is Going On, He Tells Ad Men, but Warns of Dangers in Secret Sessions

SAYS ALL ATTEMPTS TO 'STEER' COUNCIL HAVE THUS FAR FAILED

A city government free from effective dictation, more efficient, and more economical; but still capable of being undermined by hostile political influences, was the picture of Rochester's city manager government near the close of its first year that Councilman Harry C. Goodwin painted before the Ad Club at its luncheon yesterday noon.

Mr. Goodwin reviewed the beginnings of the administration, declaring that since its inauguration none of the men active in the nominating process had been elected.

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Now, a word as to the Council. The Council has been freed from political domination. Politics prevented the preparation of a fireworks ordinance in previous years. This year the council passed it. Politics prevented the preparation of a new milk ordinance until this year. The Council passed it. People come to the Council meetings as never before.

The battle between the city and the riding academy has been going on for more than a year. Early in the Summer a discovery proceeding was instituted to find out who were the officers of the corporation, but this suit was abandoned.

Answer—It is understood that the original assessment on West Side Trunk Sewer was payable in 10 years. All interest on bonds in default at the time the city took over the liability in 1923 was assumed on a 4 per cent. basis, and included in the \$240,000 bond issue. The reassessment was made payable in five years.

[illegible]

It is respectfully urged that Council proceed to covering success for 1928 covering successful the two six months' periods of year, with the understanding hereafter arrangements will be made similar audits covering successive periods of six months.

The committees held that on an average, 48 to 50 candidates were examined yearly for admission as master plumbers at examinations held three or four times during each year. That four of the six different sets of examination papers numbered from one to six, and consti-

It seems to be very well kept that although increased compensation for services to be rendered by the state may be granted by law to their officers or employees, increased compensation for services rendered in the past is a more timely and under the existing provisions, not even the Legislature may authorize it, much less a municipal corporation. This would be the use of public moneys for pri-

Ordinances for Carling Road, Drexmore Road and Delray Road, sewers, walks and grading; asphalt pavement in Diamond Street, and the numbering of Agnes Street were introduced.

the late Rear-Admiral William

may authorize it, much less a municipal corporation. This would be the use of public moneys for private purposes.

Elimination of Crossing in Blossom Road Proposed

Steps to bring about the elimination of Blossom Road grade crossing were taken by City Council last evening, when a resolution introduced by Councilman Louis S. Foulkes providing for the rescinding of an order issued in 1917 was referred to the public utilities committee.

In the year, according to Deputy Corporation Counsel Irving L. Gelsler, the Public Service Commission issued an order providing for the elimination of the crossing by the extension of Colby Street. It is now proposed to eliminate the present Blossom Road crossing, across the tracks of the New York Central Railroad.

To Discuss Airport Name

Councilman Foulkes announced that there will be a hearing on the ordinance naming the aviation field the Rochester Airport next Monday evening in conjunction with the Council meeting.

On the favorable report of the finance committee, authority was given Comptroller Higgins to borrow \$200,000 for the water works improvement fund and \$150,000 for municipal land purchase fund, and the price asked for three parcels of land in Beach Avenue for an addition to Ontario Beach Park was approved and their acquisition authorized by the Council. These parcels provide for a larger lake frontage, and were acquired under ordinance introduced by Councilman Goodwin and sponsored by George J. Nier, commissioner of public safety, and City Manager Story.

The Council passed ordinances for Clinton Avenue North additional lighting, \$7,020; Brookhaven Ter-

race asphalt pavement, \$29,000; Woodside Street concrete pavement, \$21,000, and three planting in a number of streets, \$5,268.

Councilman Foulkes presented ordinances for Carling Road, Drexmore Road and Delray Road sewers, walks and grading. He presented a petition for an asphalt pavement in Diamond Street, and Councilman Nelson A. Milne filed a petition for a macadam pavement in Pullman Avenue. City Clerk Thomas P. O'Leary presented a petition asking for the cancellation of assessments for Luella Street opening.

Dow's Compensation Fixed

By unanimous consent, the council passed an ordinance fixing the compensation of Fayette B. Dow for services given the city in the application of the Interstate Commerce Commission in the subway case at \$200.80. Vice-Mayor Isaac Adler said that the services of Mr. Dow were worth a "great deal of money, and he presented a bill covering only his actual expenses and disbursements."

Councilman William F. Durnan presented a resolution providing for the numbering of Agnes Street, and Councilman Flynn presented an ordinance authorizing Harold W. Baker, commissioner of public works, to grant permission to the North East Electric Company to construct a concrete tunnel. Councilman Milne's resolution providing for the laying of water mains in Bernice Street was adopted, and an easement is granted to the New York Central Railroad over city property under resolution of Councilman Chester A. Peake, which was referred to the finance committee.

City Manager Government Approved by Realty Board

The City Council last night received a communication from the Real Estate Board of Rochester, signed by Joseph F. Engel, president, and W. Roy Wolf, executive secretary, approving the policies and administration of the City Manager form of government and pointing out its interest in the building of a Civic Center and the extension of Broad Street. The communication is as follows:

"The Board of directors of the Real Estate Board of Rochester, since the inauguration of the City Manager form of government, have carefully observed the manner and policies of the administration, and feel that they wish to compliment and endorse the progress and efficiency with which the affairs of our city are being handled."

"We heartily approve the policy of economy that said management has adopted and note with a great deal of pleasure the savings that have been effected in many departments. We believe that as time goes on and departmental heads get into the spirit of this modern and efficient form of government, greater savings will be effected. We note with a great deal of satisfaction the many public improvements of main thoroughfares

and streets in general that have been and are being completed at the present time, fully realizing the benefit and enjoyment Rochesterians and out-of-town visitors are to derive from these improvements."

In addition, the plan of permitting city taxes to be paid in two equal installments is heartily endorsed, as the members of the Real Estate Board have for many years advocated such a plan and believe that this is truly a constructive piece of work. We realize that all great improvement programs take time and that much is being accomplished, and from now on all of Rochester is looking forward to the Civic Center and the extension of Broad Street to the East, together with the proposed central public library and the development of plans and methods for carrying out the building of a Civic Center."

Realtors, from the nature of their profession, naturally come in contact more closely with the affairs of city government than any other single group, and we wish at this time, on behalf of the entire membership of the Real Estate Board of Rochester, to express to the Council and the executive officials, together with the heads of departments, our thanks for the many courtesies and careful consideration that has been shown to us at all times."

Asked to comment on his action Mr. Story would only say: "We consider Petrossi an undesirable bidder and have not read his bid to him. It was not read."

The Rochester Vulcanite Paving Corporation was declared low, at \$24,670.25. Contract for paving Elmwood Avenue was let to Thomas Holahan at \$39,333.55.

MAYOR SCHWAB VIEWS SUBWAY DEVELOPMENT

Buffalo Officials Inspect Line, Hear of Expenses, To Get Ideas for Own Plans

Rochester's subway was inspected yesterday afternoon by Mayor Schwab of Buffalo and a large group of officials from that city. The party arrived at 2:24 o'clock and Mayor Schwab left for Albany later in the afternoon, leaving the remainder of the party to make a more thorough inspection.

A special car provided by James F. Hamilton, president of the New York State Railways, was in charge of Roy H. Hadsell, general superintendent of transportation. The party was in charge of Charles R. Barnes, commissioner of railways.

The visiting officials met in the office of City Manager Stephen B. Story before making the trip to the subway and he gave them a brief history of the subway development, the cost of the construction and there was a general discussion. Buffalo has a situation somewhat comparable to Rochester, Mayor Schwab asserted. It has acquired a part of the abandoned Erie Canal bed within the city limits at \$3,500,000 and is considering its development. Part of it has been filled in since the property was purchased from the state.

The city officials and the New York Central Railroad are somewhat in disagreement as to a plan for the development of the abandoned canal bed and Mayor Schwab brought the party to Rochester for any new ideas here. They made no special comment on the Rochester project, representing an investment of \$12,000,000, except to express amazement at its magnitude and the possibilities it has for future development.

Virtually all of the councilmen in Buffalo, together with the municipal department heads, were included in the party of 20. They were accompanied on the inspection trip by Mayor Joseph C. Wilson, City Manager Story, Edwin A. Flaher, former consulting engineer; C. Arthur Poole, consulting city engineer; John Howe, city engineer; Commissioner Barnes, Mr. Hadsell and others.

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Although his bid for repaving Court Street between South Avenue and Exchange Street was understood to have been low, John Petrossi, well known city contractor now awaiting grand jury action on a charge of bribery, was given the "cold shoulder" at City Hall today.

At a meeting of the Bureau of Purchase and Control, City Manager Story ordered the bid rejected without being read, on the ground that Petrossi was an "undesirable" bidder. The bid was returned, unopened.

ON PAVEMENT THROWN OUT

Story Holds Contractor Accused of Bribery Not 'Responsible Bidder'

On the ground that he was "not a responsible bidder," the proposal of John Petrossi in the bidding for the asphalt resurfacing of Court Street was rejected yesterday by City Purchasing Agent Wendell T. Andrews, at the direction of City Manager Story.

Petrossi is under arrest on a charge of bribing a street inspector, and is out on a \$5,000 bond. He is doing a number of street paving jobs, and entered into the bidding for the Court Street contract.

City Within Rights, Story Says

The bid was not considered, or scrutinized, said Mr. Story. He said that the city is acting entirely within its legal rights, as the Charter provides that the contracts must be awarded "to the lowest responsible bidder."

"We do not feel that Mr. Petrossi is a responsible bidder," said Mr. Story. "Although his case is pending before the Grand Jury, and a man is not guilty until he is found so by a jury of his peers, the evidence that has been discovered under the investigation by George J. Nier, commissioner of public safety, indicates to us that Mr. Petrossi is not responsible, and we are acting in the interest of the taxpayers in not considering his bids."

"Usually the contracts are awarded two days after the bids are tabulated. We will not award the contract until next Wednesday, giving Mr. Petrossi an opportunity to mandamus the city, or take any other legal steps to protect his interests. We are determined to protect the interest of property owners, and we shall defend our position as taken with complete justification."

Would Protect Home Buyers

"Street pavements to many property owners represent a direct personal sacrifice. Many save hardships in purchasing homes and paying for street pavements, and it is genuine civic interest that causes many small home holders to favor the improvement of their streets. They should be protected to the utmost, all irregularities removed, and they be given an honest value for their money. To let a man who has been convicted of bribery to bid for street paving is a restriction to responsible, reputable bidders, and I feel that this principle is involved in our action today."

According to the tabulations by Edward C. Widman, chief clerk of the Bureau of Design and Construction, the Rochester Vulcanite Paving Company was low on the Court street resurfacing with a figure of \$24,670.25, and Whitmore Rauber & Vicinus was low with a figure of \$28,540 on the Mount Hope avenue asphalt resurfacing. Other work authorized for bids to be received on Oct. 10 was Naples street sewer, walks, and grading, \$7,701.05.

Awards of \$12,000 to Mrs. Frances Van Voorhis and \$22,500 to Frederick L. Hughes by commissioners in condemnation proceedings for the extension of Monroe Avenue to South Avenue, made in August, 1927, were upheld in a decision handed down by the Appellate Division, yesterday.

W. Martin Jones Jr., attorney, appealed the award to the higher court, the suit being argued a week ago. He claimed a share in the award through a bequest in the will of George S. Riley, at one time a large real estate dealer here, giving Jones a one-half interest in a parcel of property, eighty by eighty-six feet.

The parcel was taken over by the city in the extension of the street. Riley died in 1919.

The property was used by the Galusha Stove Company and the Hughes Iron Works, which claimed ownership to the whole parcel through adverse possession over a period of years.

CITY INSIDE ITS BUDGET, LISTS SHOW

Unusual Demands Make Charities Bureau Alone Go over Appropriation

ESTIMATING FOR 1929

Story and Department Heads Preparing Figures To Submit to Council

By HIRAM MARKS

Preparation of the municipal budget for 1929 is being made by City Manager Stephen B. Story and his departmental heads. The charter provides the budget must be filed with the City Council by No. 1, and 15 days are allowed for the Council to act on it.

Efforts of City Manager Story and his aids to minimize public expense are reflected in the figures released by Comptroller Clarence E. Higgins showing that all departments, except the Charity Bureau, are within their appropriations for the first nine months of the year. Appropriations for the first year of the city manager administration totaled \$24,621,000, and expenditures for the first nine months total of \$17,086,000.

Economies Effected

Substantial savings have been made in the Department of Public Safety, George J. Nier, commissioner, included in this department are the Park, Police and Fire bureaus, the Corporation Counsel's Office, and the City Clerk's office, in charge of Thomas O'Leary, also show savings. The savings by Commissioner Nier are especially interesting, it is pointed out, for a large percentage of the appropriations for his department are for salaries, the amount being fixed and giving no opportunity for savings. Commissioner Nier has effected a number of substantial economies in conjunction with City Manager Story.

The work of the Charity Bureau has cost \$65,000 more than was anticipated in the preparation of the budget. World War relief cost \$25,000 more, and the G. A. R. relief cost \$25,000 additional.

Well Within Budget, Higgins Says

Part of the increase is owing to the fact that several private agencies have transferred some work to the city, making a larger expenditure necessary. General conditions have also somewhat increased the demand on the Charity Bureau, but the additional cost of this necessary work is made up a number of times in savings in other departments, and the city generally, Comptroller Higgins said, is living well within its budget.

A detailed statement of the financial status of each department and bureau has been prepared by Comptroller Higgins, preparatory to the estimates for next year to be furnished City Manager Story by departmental heads.

Seven cities included in the Rochester zone will unite in a single purpose. And that will be productive of better and more standardized results alike in training and in the work for which the preparation will be made.

Division of the entire state into zones will make it possible to duplicate elsewhere the work that will be done here.

With the development of large cities, police work has become increasingly specialized. It requires adequate preparation to perform properly the duties of a police officer, precisely as it does for any other specialized work.

The police training school should supply a need that has long been apparent.

AVENUE PAVING

If the attitude of the Plymouth Avenue property owners who attended the meeting called by Mayor Wilson Wednesday night is properly representative, residents on the avenue between Clarissa Street and the Pennsylvania tracks want a wide thoroughfare.

An overwhelming majority of those present at the meeting voted for a 50-foot pavement. The fact that a pavement of this width would call for cutting down all the trees appeared to carry little weight.

The New York State Railways, or rather the car riders, will bear a considerable share of the cost of the new pavement, as it is proposed to place the tracks in the center of the street. Yet even after this is taken into consideration, the fact remains that assessments will be heavier for a 50-foot pavement than for a 42-foot or 38-foot pavement.

It is possible that property owners who expect business to spread up the street and so increase the value of their land were in the majority at the meeting. The appeal of wide, treeless street, bidding for heavy traffic, is not so clear in the case of those who expect to remain home owners.

But the vote indicates that Plymouth Avenue people not only want better but also bigger pavements.

AVING BOND PERIOD FIXED

The maintenance bonding period for street pavements in Rochester is seen today as fixed at five years while the present City Council remains in control of members originally identified with the City Manager League movement.

The proposal, which had been in committee since last Spring, to make the period ten years was voted down, seven to two, last night. Only Councilman Milne and Durnan voted for it. They are the regular Republican organization members of the Council.

Proceeding the voting there was lengthy discussion, mostly by Councilmen Milne and Durnan, for the proposal, said Councilman Adler and Goodwin, against it. The city administration, headed by City Manager Story, and most of the bonding companies were shown as opposed to it.

Councilman Milne was promised rough sledding with another proposal. He introduced a resolution asking for a survey to show the advisability of enlarging the Durand-Eastman Park golf course from nine to eighteen holes.

This brought a statement from Safety Commissioner Nier that the ravines and woods would make the cost prohibitive; also an announcement that the city has plans for two new golf pavilions, one for Durand-Eastman and the other for Genesee Valley Park, both to be constructed in the Spring.

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CITY IGNORES PAVE PROTEST

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The contractor did not begin work, but was preparing to do so tomorrow. Only City Council action tonight could intervene. Both Mayor Wilson and City Manager Story said there was no program to interfere.

Mr. Story said: "We have heard of no protest, and only know that the resurfacing was opposed to by newspapers. The contract is let and unless there is some speedy action, work may be started tomorrow."

Councilman Peake, who sponsored the ordinance for the improvement, ridiculed the charge of protest, and said the resurfacing of Dr. Arthur W. Brewster, No. 550 Mt. Hope Avenue, that a majority of property owners opposed resurfacing. He said:

"My impression was that a majority desired resurfacing. There was no protest at either of two hearings held by the council. There is no record of a remonstrance in the city clerk's office, although Dr. Brewster said one was filed."

Mt. Hope Ave. People Won't Fight Partial Resurfacing Scheme

City's Plan For Section Between Stewart Street and Remington Drive Will Not Be Opposed by Injunction, Attorney Announces.

That property owners in Mt. Hope Avenue who favor the laying of a new pavement in the street will not oppose the city administration's plan to resurface that section between Stewart Street and Robinson Drive was indicated today by Thomas H. Remington, attorney, who has been retained by a group of taxpayers who are not in sympathy with the city's plan.

Mr. Remington said he would not advise action looking toward the seeking of an injunction to halt the work which already has been started by Whitmore, Rauber & Vicinus, contractors, to whom the resurfacing contract was awarded last week on its bid of \$28,540.

The ordinance provides for the resurfacing of the section of the avenue which is in the best condition, Mr. Remington said. In the opinion of many of the property owners, the section of the street which is in the poorest condition of a standard type of numerals.

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The police training school should supply a need that has long been apparent.

CITY PRODUCTS WEEK BOOMED IN STORY TALK

City Manager in Radio Plea Urges Acquaintanceship with Goods Made Here

Rochester's well-being is affected by the status of its industries," declared City Manager Stephen B. Story last night over station WHAM. If more Rochester products are purchased in the city, said Mr. Story, it would help Rochester manufacturers to employ more workers, help Rochester merchants to employ more salespeople, and help all Rochesterians to greater prosperity.

Mr. Story's address was delivered to call attention to "Rochester-Made Products Week" which will be held next week under direction of the New Industries Bureau and the Retail Merchants Council of the Chamber of Commerce. Mr. Story said:

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He added that this improvement is favored by the Automobile Club of Rochester on the grounds that Mt. Hope Avenue is one of the principal traffic arteries entering the city from the south and a petition has been circulated and signed by property owners in the lower section of the street urging the city administration to take early and favorable action on this improvement.

Dr. Arthur A. W. Brewster, 550 Mt. Hope Avenue, who announced himself in favor of the construction of a new pavement in lieu of the resurfacing, while declining to comment on the controversy which has arisen from the action of the city administration in letting the resurfacing contract, expressed the opinion that the hauling of iron and steel for the construction of the new university buildings and for a projected new school in the vicinity would, in all probability, have a damaging effect on the section of the street which is to be resurfaced.

He reiterated his assertion that Mt. Hope Avenue property owners would prefer to put the amount of the resurfacing job into a new pavement which would hold up for 12 or 15 years, as being An Institution of the \$12 or 15 years, as being Planned for Rochester Should Be as Valuable as Any Educational Unit.

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U. S. Labor Bulletin Shows Increase in Acreage Abreast of Others

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15 Parks with 475 Acres Grow to 31 with Total of 1,772 at Present Time

Known as a city of beautiful parks, Rochester has not lagged behind in the growth of the park movement in the United States, information contained in a recent bulletin of the United States Bureau of Labor Statistics, Department of Labor, indicates. The bulletin, entitled "Park Recreation Areas in the United States," shows an increase in this city from 1890 to date from 15 parks with a total acreage of 475 to 31 parks with an acreage of 1,772. Based on the census of 1920, Rochester has a ratio of 167 residents to an acre of parks.

Buffalo's park system shows a growth in the same period from 10 parks, comprising 638 acres, to 100 parks with acreage of 1,598. Its ratio is 317 persons to an acre of parks. City-owned parks in Syracuse in 1890 numbered 15, totaling 140 acres. At the last report it had 21 parks, comprising 438 acres, representing a ratio of 388 persons to an acre.

Among the largest cities of the country, Philadelphia has the best showing as to ratio of park acreage to population, the statistics reveal. For every acre of park it has 234 population. The New York City ratio is one acre to 553 persons. In some of the smaller cities the ratio is more favorable. Minneapolis, with a population of less than 400,000, has 132 well-distributed properties, with a total acreage of 4,737 acres, 3,665 of them within city limits, or one acre of parks to every 80 inhabitants.

"Although the ratio of park acreage to population has been used as the simplest measure of the extent to which cities provide areas for the recreation of their people, it is by no means an accurate basis for determining this," the bulletin points out. "If most of the total acreage is in one large park, if the parks are poorly distributed, or if they do not provide various types of recreational facilities, the park system may be inefficient even though the acreage is large. The efficiently planned park and recreation system will involve a balanced relationship and well distributed location of several types of properties, namely, children's playgrounds, neighborhood playgrounds, neighborhood parks, reservations, boulevards and parkways. Perhaps several types of special properties, such as athletic fields, stadiums, golf courses, botanical gardens and bathing beaches will be provided."

Up to 1892, it is said, there was not a single municipal park as such in the United States and not a single park commissioner. Twenty-five years later only 20 cities had municipal parks, and park commissioners numbered 200. At present, approximately 1,680 cities have provided some 250,000 acres of recreation spaces.

50

Elimination of Crossing in Blossom Road Proposed

Steps to bring about the elimination of Blossom Road grade crossing were taken by City Council last evening, when a resolution introduced by Councilman Louis S. Foulkes providing for the rescinding of an order issued in 1917 was referred to the public utilities committee.

In the year, according to Deputy Corporation Counsel Irving L. Gelsler, the Public Service Commission issued an order providing for the elimination of the crossing by the extension of Colby Street. It is now proposed to eliminate the present Blossom Road crossing, across the tracks of the New York Central Railroad.

To Discuss Airport Name

Councilman Foulkes announced that there will be a hearing on the ordinance naming the aviation field the Rochester Airport next Monday evening in conjunction with the Council meeting.

On the favorable report of the finance committee, authority was given Comptroller Higgins to borrow \$200,000 for the water works improvement fund and \$150,000 for municipal land purchase fund, and the price asked for three parcels of land in Beach Avenue for an addition to Ontario Beach Park was approved and their acquisition authorized by the Council. These parcels provide for a larger lake frontage, and were acquired under ordinance introduced by Councilman Goodwin and sponsored by George J. Nier, commissioner of public safety, and City Manager Story. The Council passed ordinances for Clinton Avenue North additional lighting, \$7,020; Brookhaven Terrace asphalt pavement, \$29,000; Woodside Street concrete pavement, \$21,000, and three planting in a number of streets, \$5,268.

Dow's Compensation Fixed

By unanimous consent, the council passed an ordinance fixing the compensation of Fayette B. Dow for services given the city in the application before the Interstate Commerce Commission in the subway case at \$200.80. Vice-Mayor Isaac Adler said that the services of Mr. Dow were worth a "great deal of money, and he presented a bill covering only his actual expense and disbursements."

City Manager Government Approved by Realty Board

The City Council last night received a communication from the Real Estate Board of Rochester, signed by Joseph F. Engel, president, and W. Roy Wolf, executive secretary, approving the policies and administration of the City Manager form of government and pointing out its interest in the building of a Civic Center and the extension of Broad Street.

The communication is as follows: "The Board of directors of the Real Estate Board of Rochester, since the inauguration of the City Manager form of government, have carefully observed the manner and policies of the administration, and feel that they wish to compliment and endorse the progress and efficiency with which the affairs of our city are being handled."

We heartily approve the policy of economy that said management has adopted and note with great deal of pleasure the savings that have been effected in many departments. We believe that as time goes on and departmental heads get into the spirit of this modern and efficient form of government, greater savings will be effected. We note with a great deal of satisfaction the many public improvements of main thoroughfares

and streets in general that have been and are being completed at the present time, fully realizing the benefit and enjoyment Rochesterians and out-of-town visitors are to derive from these improvements.

In addition, the plan of permitting city taxes to be paid in two equal installments is heartily endorsed, as the members of the Real Estate Board have for many years advocated such a plan and believe that this is truly a constructive piece of work. We realize that all great improvement programs take time and that much is being accomplished, and from now on all of Rochester is looking forward to the Civic Center and the extension of Broad Street to the East, together with the proposed central public library and the development of plans and methods for carrying out the building of a Civic Center.

Realtors, from the nature of their profession, naturally come in contact more closely with the affairs of city government than any other single group, and we wish at this time, on behalf of the entire membership of the Real Estate Board of Rochester, to express to the Council and the executive officials, together with the heads of departments, our thanks for the many courtesies and careful consideration that has been shown to us at all times.

Asked to comment on his action, Mr. Story would only say: "We consider Petrossi an undesirable bidder and have returned his bid to him. It was not read."

The Rochester Vulcanite Paving Corporation was declared low, at \$24,670.25. Contract for paving Elmwood Avenue was let to Thomas Holahan at \$39,333.55.

BAR PETROSSI AS BIDDER

Although his bid for repaving Court Street between South Avenue and Exchange Street was understood to have been low, John Petrossi, well known city contractor and at liberty under \$5,000 bond on a "cold shoulder" at City Hall today.

At a meeting of the Bureau of Purchase and Control, City Manager Story ordered the bid rejected that Petrossi was an "undesirable bidder." The bid was returned, unopened.

MAYOR SCHWAB VIEWS SUBWAY DEVELOPMENT

Buffalo Officials Inspect Line, Hear of Expenses, To Get Ideas for Own Plans

Rochester's subway was inspected yesterday afternoon by Mayor Schwab of Buffalo and a large group of officials from that city. The party arrived at 2:24 o'clock and Mayor Schwab left for Albany later in the afternoon, leaving the remainder of the party to make a more thorough inspection.

A special car provided by James P. Hamilton, president of the New York State Railways, was in charge of Roy H. Haddell, general superintendent of transportation. The party was in charge of Charles R. Barnes, commissioner of railroads. The visiting officials met in the office of City Manager Stephen B. Story before making the trip to the subway and he gave them a brief history of the subway development, the cost of the construction and there was a general discussion.

Buffalo has a situation somewhat comparable to Rochester, Mayor Schwab asserted. It has acquired a part of the abandoned Erie Canal bed within the city limits at \$3,500,000 and is considering its development. Part of it has been filled in since the property was purchased from the state.

The city officials and the New York Central Railroad are somewhat in disagreement as to a plan for the development of the abandoned canal bed and Mayor Schwab brought the party to Rochester for any new ideas here. They made no special comment on the Rochester project, representing an investment of \$12,000,000, except to express amazement at its magnitude and the possibilities it has for future development.

Virtually all of the councilmen in Buffalo, together with the municipal department heads, were included in the party of 20. They were accompanied on the inspection trip by Mayor Joseph C. Wilson, City Manager Story, Edwin A. Fisher, former consulting engineer; C. Arthur Poole, consulting city engineer; John Howe, city engineer; Commissioner Barnes, Mr. Haddell, and others.

Another improvement contemplated, Mr. Story announced, was resurfacing the east side of South Avenue, between Broad and Court Streets.

Mr. Story, in another answer, explained the workings of Civil Service when a city employee is removed. He said no employee may be removed except after charges have been preferred, and none for political reasons.

To an inquiry as to why the city does not ask for bids on lubricating and motor oils, Mr. Story said such oils must be purchased according to performance and cannot be expected to comply with specifications.

ON PAVEMENT THROWN OUT

Story Holds Contractor Accused of Bribery Not 'Responsible Bidder'

On the ground that he was "not a responsible bidder," the proposal of John Petrossi in the bidding for the asphalt resurfacing of Court Street was rejected yesterday by City Purchasing Agent Wendell T. Andrews, at the direction of City Manager Story.

Petrossi is under arrest on a charge of bribing a street inspector, and is out on a \$5,000 bond. He is doing a number of street paving jobs, and entered into the bidding for the Court Street contract.

City Within Rights, Story Says The bid was not considered, or scrutinized, said Mr. Story. He said that the city is acting entirely within its legal rights, as the Charter provides that the contracts must be awarded "to the lowest responsible bidder."

"We do not feel that Mr. Petrossi is a responsible bidder," said Mr. Story. "Although his case is pending before the Grand Jury, and a man is not guilty until he is found so by a jury of his peers, the evidence that has been discovered under the investigation by George J. Nier, commissioner of public safety, indicates to us that Mr. Petrossi is not responsible, and we are acting in the interest of the taxpayers in not considering his bids."

"Usually the contracts are awarded two days after the bids are tabulated. We will not award the contract until next Wednesday, giving Mr. Petrossi an opportunity to mandamus the city, or take any other legal steps to protect his interests. We are determined to protect the interest of property owners, and we shall defend our position as taken with complete justification."

Would Protect Home Buyers "Street pavements to many property owners represent a direct personal sacrifice. Many face hardships in purchasing homes and paying for street pavements, and the difference in cost between the concrete and asphalt pavement is a considerable one."

Mayor Wilson noticed several property owners who were standing for concrete. Some of them were women. After the discussion which followed, Mr. Petrossi was told that his bid was not considered.

Repaving of State Street, between Main Street and Central Avenue, is one of the first street improvement projects to be undertaken in the Spring. City Manager Story announced today in his "Questions and Answers" on city government. He said engineers are working on plans for resurfacing and new curbing, and these should be ready for City Council approval this winter.

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CITY INSIDE ITS BUDGET, LISTS SHOW

Unusual Demands Make Charities Bureau Alone Go over Appropriation

ESTIMATING FOR 1929 Story and Department Heads Preparing Figures To Submit to Council

By HIRAM MARKS Preparation of the municipal budget for 1929 is being made by City Manager Stephen B. Story and his departmental heads. The charter provides the budget must be filed with the City Council by No. 1, and 15 days are allowed for the Council to act on it.

Efforts of City Manager Story and his aids to minimize public expense are reflected in the figures released by Comptroller Clarence E. Higgins showing that all departments, except the Charities Bureau, are within their appropriations for the first nine months of the year. Appropriations for the first year of the city manager administration totaled \$24,621,000, and expenditures for the first nine months total of \$17,088,000.

Economies Effected Substantial savings have been made in the Department of Public Safety, George J. Nier, commissioner. Included in this department are the Park, Police and Fire bureaus. The Law Department, in charge of Corporation Counsel Platt, and the City Clerk's office, in charge of Thomas O'Leary, also show savings. The savings by Commissioner Nier are especially interesting. It is pointed out, for a large percentage of the appropriations for his department are for salaries, the amount being fixed and giving no opportunity for savings. Commissioner Nier has effected a number of substantial economies in conjunction with City Manager Story.

The work of the Charities Bureau has cost \$65,000 more than was anticipated in the preparation of the budget. World War relief cost \$25,000 more, and the G. A. R. relief cost \$25,000 additional.

Well Within Budget, Higgins Says Part of the increase is owing to the fact that several private agencies have transferred some work to the city, making a larger expenditure necessary. General conditions have also somewhat increased the demand on the Charities Bureau, but the additional cost of this necessary work is made up a number of times in savings in other departments, and the city generally, Comptroller Higgins said, is living well within its budget.

A detailed statement of the financial status of each department and bureau has been prepared by Comptroller Higgins, preparatory to the estimates for next year to be furnished City Manager Story by departmental heads.

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Model \$220 8-33 07220

East Avenue 333—Open Evenings

SHOPPE

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City-owned parks in Syracuse in 1890 numbered 15, totaling 140 acres. At the last report it had 21 parks, comprising 443 acres, representing a ratio of 388 persons to an acre.

Among the largest cities of the country, Philadelphia has the best showing as to ratio of park acreage to population, the statistics reveal. For every acre of park it has 234 population. The New York City ratio is one acre to 553 persons. In some of the smaller cities the ratio is more favorable. Minneapolis, with a population of less than 400,000, has 132 well-distributed properties, with a total acreage of 4,737 acres, 3,665 of them within city limits, or one acre of parks to every 80 inhabitants.

"Although the ratio of park acreage to population has been used as the simplest measure of the extent to which cities provide areas for the recreation of their people, it is by no means an accurate basis for determining this," the bulletin points out. "If most of the total acreage is in one large park, if the parks are poorly distributed, or if they do not provide various types of recreational facilities, the park system may be inefficient even though the acreage is large. The efficiently planned park and recreation system will involve a balanced relationship and well distributed location of several types of properties, namely, children's playgrounds, neighborhood playgrounds, neighborhood parks, reservations, boulevards and parkways. Perhaps several types of special properties, such as athletic fields, stadiums, golf courses, botanical gardens and bathing beaches will be provided."

Up to 1852, it is said, there was not a single municipal park as such in the United States and not a single park commissioner. Twenty-five years later only 20 cities had municipal parks, and park commissioners numbered 300. At present, approximately 1,680 cities have provided some 259,000 acres of recreation spaces.

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Police, Fire Fund Solvency Absolute Need, Says Story

Guarantee of Pension Benefits Moral Duty of City, He Declares, Urging Immediate Action Under Charter Authority

One of the most important problems confronting the city administration, in the opinion of City Manager Stephen B. Story, is the solvency of the police and firemen's pension funds with the view of placing them on a solvent basis. It is estimated that several millions of dollars are necessary to establish the funds on a satisfactory basis in accordance with actuarial standards and cognizance of the large deficiencies in the assets of these pension funds was taken when the city manager's charter was drafted, which gave attention to efficient solution of pressing municipal questions.

Charter Gives Authority
Under Section 223 of the city manager charter it is provided that the city manager, within two years from the date of the local law providing the new government for Rochester, shall cause to be made an actuarial determination and appraisal of the fire and police pension funds and the monies therein. It is provided by this section that a "report of the condition of the funds, together with a plan for the reconstitution and reorganization thereof, shall be made to the council" and "if the funds be found to be actuarially unsound, a plan shall be prepared and adopted which will, within a stated term of years, place the funds upon a sound basis."

The firemen's fund is virtually exhausted, the police fund, while in a little more advantageous state, is so far from insurance company standards, that the importance of working out a constructive

City Falls Below Standard In Park Area, Expert Says

Council of Social Agencies Gets Report of Los Angeles Investigator—County Heads Commended For Work—More Tennis Courts Are Held Essential.

Judged by recognized standards for American cities, Rochester now has but 17 per cent. of the playground area for small children that it should have; 31 per cent. of the recreation park and athletic field space required, and 53 per cent. of the large park area needed by a city of its size.

These facts are set forth in a report on recreation facilities in Rochester prepared by Charles B. Raitt, former director of playgrounds for Los Angeles, and for the last year connected with the Rochester Bureau of Municipal Research. This report was prepared at the request of the Council of Social Agencies, and includes an analysis of the public, semi-public, commercial and industrial recreational facilities offered to the citizens of this city.

Recreation Needed
In prefacing the report, which was made public today, Mr. Raitt points out that recreation is no longer considered as a fad or a sideline, but as a basic utility with a vital influence on the health and good citizenship of the community. Cities, counties, states, and the federal government are recognizing this fact, the report states, and are endeavoring to provide means that will enable all individuals in their respective communities to turn their leisure time to good account.

The history of public recreation, Mr. Raitt states, shows that the most pernicious influence has been that of destructive, partisan and patronage-dispensing politics. No "glaring instances" of this sort of thing have been revealed in Rochester. It is stated that in general throughout the country, destructive politics have impaired recreation facilities 20 or 40 per cent.

Park And Playground Needs
Rochester, it was one of the first cities to install a playground. In 1890, the Valley and Seneca parks, then known as North and South parks, many years ago. By purchase and still more by gift from private citizens the park area was increased from time to time, and it has been generally supposed that we were still well abreast of the leaders in park development.

In more recent years, however, the city has been growing faster in proportion than the park area. In a report prepared at the request of the Council of Social Agencies, Charles B. Raitt, former director of playgrounds for Los Angeles and form the last year connected with the Bureau of Municipal Research, says that the park area is below that required by recognized standards.

The deficiency is smallest in respect to large parks. In this field the Monroe County Park Commission is doing good work. Its first park, the gift of Mr. Ellison, is close to the city and even the outlying parks will help serve city needs.

Recreation facilities in existing parks can and should be improved. As the report says, "recreation is no longer considered as a fad or a sideline, but as a basic utility with a vital influence on the health and good citizenship of the community." More and better swimming pools and tennis courts are especially recommended.

Rochester's greatest deficiency is in playgrounds. Our present equipment in this respect is woefully inadequate. The increasing danger and obstruction to traffic from playing in the streets in this day of automobiles make playgrounds all the more needed.

The Times-Union believes that this urgent need for larger and more numerous playgrounds should be faced and dealt with as an important civic requirement. And in view of the problem which Rochester now faces, the rapidly growing suburban areas should take warning in time and reserve ample areas for playgrounds while land is still cheap.

Bill To Provide For Bridge Survey Presented Council

Measure Would Permit Borrowing of \$50,000 to Cover Expenses of Investigation— Name, Rochester Airport, Approved For Aviation Field.

Rochester's municipal aviation field was named, a bill for a survey of bridges over the Genesee River was drawn, and other city business transacted last night at a meeting of the City Council.

Vice-Mayors Isaac Adler and Joseph C. Wilson introduced an ordinance providing authority to borrow \$50,000 to cover the expenses of a study in the design and construction of a new bridge to be built over the river at South Street and the Driving Park Avenue bridge.

Mayor Joseph C. Wilson referred the ordinance to the finance committee. This action followed a communication to the Council from Arnold W. Baker, commissioner of district outlet sewer.

A petition was filed by Councilman William F. Duran for sewer walks and grading in Crossfield Street. Councilman Milne filed a petition for the resurfacing of Riverside Street. Councilman Peake filed a petition to change the name of Englewood Terrace to Crossman Terrace.

Two ordinances were introduced by Vice-Mayor Adler authorizing Controller Higgins to invest \$100,000 of the water works sinking fund in Rochester securities and \$50,000 of the Mt. Hope Cemetery funds in city securities. They were referred to the finance committee.

Councilman Harry C. Goodwin made a statement concerning the proposed Plymouth Avenue paving ordinance, in which he suggested an appeal to the state to change the present law which provides that the railway company must pay for paving between the tracks.

A study of the police and men's pension funds, as authorized by the City Manager Charter provided for in an ordinance introduced by Vice-Mayor Adler, follows a suggestion by City Manager Story. The advisory committee to study the funds consists of Mayor Wilson, Comptroller, Public Safety George J. Nier, and a representative of the Police and Fire bureaus.

KOCH NAMED AS DIRECTOR OF CHARITIES

Appointment Subject to Result of Examination Under Civil Service

PAY INCREASES \$2,000

Recommended by Nier; Test To Be Made Soon for Director of Parks

Appointment of Frank J. Koch as director of charities was announced yesterday by George J. Nier, commissioner of public safety. Mr. Koch's appointment was subject to a promotional Civil Service examination conducted yesterday afternoon by the Municipal Civil Service Commission, and he was the only candidate to take it. In view of his 20 years' experience in the Charities Bureau, his Civil Service qualification is regarded as virtually assured.

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In communication to the Civil Service Commission requesting the examination, Commissioner Nier said that "Mr. Koch, deputy director and overseer of the poor, is next in line, and is the only person entitled to be considered for such promotion. Mr. Koch has been deputy commissioner of charities from April 1, 1906, to Dec. 31, 1927. From Jan. 1, 1928, to date he has been, and still is, deputy director of charities and overseer of the poor in my department, during which time he has demonstrated to me that he possesses the qualifications and fitness for the position, and his record for good conduct, efficiency and fitness is of the highest; and by reason thereof, he is entitled to such promotion."

Commissioner Nier said yesterday afternoon that the promotion of Mr. Koch to the new position, which pays \$6,000 a year, as compared with the \$4,000 in his former place, is in line with the policy of the city administration to reward efficient public officials without regard to political considerations.

"Mr. Koch has demonstrated that he is capable and efficient, and that is the qualification that counts in the administration of my department for the benefit of the public," Commissioner Nier said.

"The same standards prevail in all departments."

Mr. Koch has administered the work of the Charities Bureau in one of the most trying years in a manner that has won universal commendation from philanthropists, hospitals, public officials, and others that came in contact with him and he is deserving of the promotion on his record.

Test for Park Director
Koch lives at 1215 St. Paul Street. Appointment of a director of parks will be made from a competitive list because no deputy is provided in the City Manager Charter. Miss Gertrude Hartnett, who for 20 years has acted in the position of deputy, having that title up to the time of the new administration, is secretary to Commissioner Nier, and is in charge of the parks. Commissioner Nier has fixed the qualifications for the examination, and there will be several candidates, including Miss Hartnett. The commissioner is privileged under the Civil Service law to appoint any one of the first three on the list. Experience rating will go a long way toward establishing positions on the list, and the examination will be general in scope, covering all phases of park activities, including playground direction.

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But here are the facts and figures of all recreational facilities in Rochester—their location—their purpose—the attendance at each—how each community is provided for and what are the deficiencies there.

It is proposed to name a committee of one hundred to study the report.

With this mass of facts and figures, the committee will be able to tell where and when any new recreational facility should be provided, either with public or private funds. It should eliminate duplications.

Under the former plan one community might have two playgrounds or swimming pools, or clubhouses with absolutely the same purpose, while another section, in which the need was just as great, was overlooked.

Making such a survey and report is the practical application of scientific principles in preparation for the expansion of recreational facilities which must come with the growth of the city.

Awaited for considerable time, the report is the signal for the resumption of building.

Action Plus Survey

To Keep Pace with Its Needs City Must Soon Begin Actual Construction of Bridges

Besides merely arranging for a study of construction and design of bridges over the Genesee River, for which it would seem there has been a good deal of time already devoted, the city of Rochester must soon begin actual work in building if it keeps pace with its needs.

Anyone who has any doubt about the accuracy of that statement should see the lines of traffic waiting during the daily rush hours to pass over the Driving Park Avenue bridge, or the other river bridges that are south of it.

The site was long ago acquired for a bridge at Ridge Road. It is badly needed now, and steps should be taken to begin building it.

Returning today from Cincinnati, where he attended the National Research Council meeting, City Manager Stephen B. Story said the next Rochester charter stands out as one of the best in the country. Mr. Story studied the national form of city management.

"I do not consider it as good as ours," he said. "In fact, I did not hear of any city manager plan that I consider as good as Rochester's, or functioning as well. This seems true, in the face of the fact that Rochester is just getting started."

Comptroller Clarence Higgins, Carl H. Akerly of the Board of Education, and Ed Weller, director of the Bureau of Municipal Research, accompanied Mr. Story on the trip.

City Government 'Studying'

Numerous Public Projects Pending; All in Embryonic Stage of Analysis.

Investigating . . . Studying
That appears to define the major activities of the city government of Rochester at the present time to a greater degree than at any previous time in the history of the city.

For never before have so many public projects been pending at one time, and all of them in that embryonic stage of analysis and inquiry which precludes the beginning of work to make them realities. Here are some of them:

A study of the possibilities of building a civic center over the Genesee River—to be followed by a further study in building design and an architectural competition.

A study and survey of the proposed water shed from which Rochester will later secure an additional supply of water.

A study of designs for bridges to be built over the Genesee River.

A study of the financial resources for the city preparatory to making a capital expenditure budget for financing improvements.

A study of the recreational facilities of the city, following a survey just completed, to determine new ones required.

A study and investigation regarding the cost to extend and widen important arterial streets.

A study of the police and firemen's pension funds, with a view to planning for their solvency and stabilization.

A study which is to terminate in the scientific assessment of all property.

Certainly studies and investigations, of which we are having a plethora, are necessary predecessors of all important projects. But they should NOT be prolonged to serve as an excuse for delaying the start of actual work on them.

Neither should they be made unless they are to be used. Such plans belong within the realm of pleasant dreams.

Will Act on Lake Pollution

Authorities Agree To Follow Plans Medical Society Suggests

Bringing out into the open the discussion of the pollution of the Genesee River and Lake Ontario, the Medical Society of Monroe County secured a valuable exchange of views indicating, after all, steps will be taken to remedy conditions city authorities were reluctant to admit exist.

That is the most hopeful sign so far shown.

When water pollution is plainly apparent it does not particular good either to deny its existence or to attack the motives of those who call attention to it. Whatever the motive, a valuable public service is performed in disclosing conditions needing improvement.

Not only did the Medical Society aid in letting in the light on an unsatisfactory situation, but it lent the weight of its powerful and wholesome influence in recommending that plans for enlarging existing sewage plants be considered by the authorities.

And the latter agreed to act on the recommendation.

Pollution of water is a serious menace to health at any time. Whatever action it is possible to take to end it should be taken promptly, not only in Rochester, but in the towns of the county and throughout this entire section.

With a continually increasing population there is not the slightest possibility that any of the problems of freeing lakes and streams from pollution will either solve themselves or become simplified with the passing of time.

Rather than antagonizing each other in this matter, city and county authorities should work together toward a common end.

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City Government Quiz

The City Manager Is at Your Service—Send in Any Question on The City Government in Which You Are Interested and Answer Will Be Published Here

Question—(a) Kindly advise why that stretch on Main Street East, between the New York Central and the Erie Railroad, is so bad? It was never improved along with the other Main Street East improvement. As one using the walk every day, I want to say that that stretch of sidewalk is positively dangerous in winter, being on a hill and so uneven.

(b) Why cannot the New York Central be made to improve these walks just the same as any other taxpayer?

(c) Why cannot the New York Central be made to improve these walks just the same as any other taxpayer?

(d) The New York Central Railroad is under obligation to maintain these approaches according to Section 83 of the railroad law. This matter is now being taken up with the railroad officials in an effort to place sidewalks in a safe and slightly condition.

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Question—(a) Will you give the owners of property on Park Avenue, between Alexander and South Goodman Streets, some idea of what it means to increase the width of roadway from 20 feet to 32 feet in accordance with a petition filed with the Council and referred to the city engineer for action?

(b) Would this act (needed for widening) be condemned by the city and payment made to these property owners, and the entire cost of this condemned property, the removal of old trees, laying of new sidewalks, curbs, and installation of new lighting, be assessed against the property on both sides of the street, equally on the lot and on the sidewalk?

(c) When will approximate estimate of cost of such improvement be available for the property owners?

(d) Who determined how much of the property on each side of the street shall be taken for an improvement?

(e) Horace T. Hutton, 507 Wodenrodt Avenue, T. Hutton, was filed with the Council. It is not a petition asking for an ordinance, but is instead directed to the Planning Board of the City of Rochester and requested that preparing of plans for the widening of Park Avenue, a new improved roadway, new curb and sidewalks, new and improved lighting. The petition has been referred to the City Planning Commission and plans are now being prepared for widening Park Avenue. The City Planning Commission is not bound by the terms of this request, but will submit its own recommendations as to what it deems desirable, taking into consideration the general city plan and other street improvements. It is impossible to say what definite plans are presented. Following the presentation of plans, a number of steps are necessary before the improvement may be started. An ordinance must be introduced in the Council authorizing the necessary acquisition. This should be preceded by a petition from the property owners affected. If steps are taken toward the widening of Park Avenue, all persons interested will have the opportunity to appear at hearings on the ordinance for street widening and the subsequent ordinance for street improvement.

(b) The present width of the street at this location is 50 feet. In carrying out the provisions of an ordinance for widening, the city purchasing agent, first endeavors to agree on prices for the purchase of the additional land needed which are satisfactory to the Council and receive its approval. When the Council disapproves the prices asked for land, condemnation proceedings are instituted. Under our present charter, the Council determines the method of assessing local improvements, including street widenings, after receiving the advice of the city assessor. The ordinance upon which a hearing is held. This provision was made in the charter particularly so that property owners might have an opportunity to express their views as to the method of assessment for an improvement is passed. Information is now given to persons appearing at hearings on ordinances by which each property owner may learn the maximum assessment for which he may be liable. The general custom in street widening assessments now is to draw the ordinance so that both sides of a street are assessed equally and so that property on streets adjacent to the street intended for widening will pay a portion of the cost of the widening in proportion to their benefit.

(c) An estimate of the cost of a street improvement is available to the property owners at the first hearing on the ordinance, 14 days after introduction of the ordinance and at least seven days previous to its passage. A second hearing is held 21 days after introduction of the ordinance.

(d) The Council determines what property shall be taken for a street widening when it passes the ordinance which must state the exact nature of the improvement.

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City Would Permit Borrowing of \$50,000 To Cover Expenses of Investigation—
Airport, Approved
Field.

The North East Electric Company was given permission to construct a concrete tunnel across Whitney Street. Upon the favorable report of the public utilities committee, Councilman Harry C. Goodwin, chairman, the council rescinded former action on the elimination of Blossom Road railroad crossing to make it possible for the subway to be constructed at the present alignment of the street.

Improving Ordinance
Councilman Nelson A. Milne presented a local improvement ordinance for Meriden Street walks and grading, and Councilman Chester A. Penn presented an ordinance for South and Elmwood avenues district outlet sewer.

A petition was filed by Councilman William F. Crossfield for a sewer, Crossfield Street. Councilman Crossfield filed a petition for the widening of River Street. The petition was filed by Councilman Crossfield.

William S. Hanford, highest ranking naval officer from Rochester, was suggested by the American Legion.

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The site was long ago acquired for a bridge at Ridge Road. It is badly needed now, and steps should be taken to begin building it.

Rochester Charter Best, Story Holds After Ohio Visit

Returning today from Cincinnati, where he attended the National Research Council meeting, City Manager Stephen B. Story said the new Rochester charter stands out as one of the best in the country. Mr. Story studied the national form of city management.

"I do not consider it as good as ours," he said. "In fact, I did not hear of any city manager plan that I consider as good as Rochester's, or functioning as well. This seemed true, in the face of the fact that Rochester is just getting started."

Comptroller Clarence Higgins, Carl H. Akery of the Board of Education, and Earl Weller, director of the Bureau of Municipal Research, accompanied Mr. Story on the trip.

City Government 'Studying' Numerous Public Projects Pending; All in Embryonic Stage of Analysis.

Investigating . . . Studying
That appears to define the major activities of the city government of Rochester at the present time to a greater degree than at any previous time in the history of the city.

For never before have so many public projects been pending at one time, and all of them in that embryonic stage of analysis and inquiry which precludes the beginning of work to make them realities. Here are some of them:

A study of the possibilities of building a civic center over the Genesee River—to be followed by a further study in building design and an architectural competition.

A study and survey of the proposed water shed from which Rochester will later secure an additional supply of water.

A study of designs for bridges to be built over the Genesee River.

A study of the financial resources for the city preparatory to making a capital expenditure budget for financing improvements.

A study of the recreational facilities of the city, following a survey just completed, to determine new ones required.

A study and investigation regarding the cost to extend and widen important arterial streets.

A study of the police and firemen's pension funds, with a view to planning for their solvency and stabilization.

A study which is to terminate in the scientific assessment of all property.

Certainly studies and investigations, of which we are having a plethora, are necessary predecessors of all important projects. But they should NOT be prolonged to serve as an excuse for delaying the start of actual work on them.

Neither should they be made unless they are to be used. Such plans belong within the realm of pleasant dreams.

Will Act on Lake Pollution Authorities Agree To Follow Plans Medical Society Suggests

Bringing out into the open the discussion of the pollution of the Genesee River and Lake Ontario, the Medical Society of Monroe County secured a valuable exchange of views indicating, after all, steps will be taken to remedy conditions city authorities were reluctant to admit exist.

That is the most hopeful sign so far shown.

When water pollution is plainly apparent it does not particular good either to deny its existence or to attack the motives of those who call attention to it. Whatever the motive, a valuable public service is performed in disclosing conditions needing improvement.

Not only did the Medical Society aid in letting in the light on an unsatisfactory situation, but it lent the weight of its powerful and wholesome influence in recommending that plans for enlarging existing sewage plants be considered by the authorities.

And the latter agreed to act on the recommendation.

Pollution of water is a serious menace to health at any time. Whatever action it is possible to take to end it should be taken promptly, not only in Rochester, but in the towns of the county and throughout this entire section.

With a continually increasing population there is not the slightest possibility that any of the problems of freeing lakes and streams from pollution will either solve themselves or become simplified with the passing of time.

Rather than antagonizing each other in this matter, city and county authorities should work together toward a common end.

City Government Quiz

The City Manager Is at Your Service—Send in Any
Question on The City Government in Which You Are
Interested and Answer Will Be Published Here

Question—(a) Will you give the owners of property on Park Avenue, between Alexander and South Goodman Streets, some idea of what it means to increase the width of roadway from 25 feet to 32 feet in accordance with a petition filed with the Council and referred to the city engineer for action?

(b) Would this 17 feet (needed for widening) be considered by the city and payment made to these property owners, and the entire cost of this condemned property, the removal of all trees, laying of new sidewalks, new roadway and installation of new lighting, be assessed against the property on both sides of the Street, equally on the foot frontage basis?

(c) When will approximate estimate of cost of such improvement be available for the property owners?

(d) Who determined how much of the property on each side of the street shall be taken for an improvement?

Horace T. Hutton, 507 Wodenroth Street, T. Hutton.

Answer—(a) While this petition was filed with the Council it is not a petition asking for an ordinance, but is instead directed to the Planning Board of the City of Rochester and requested the preparing of plans for the widening of Park Avenue, a new improved roadway, new curb and sidewalks, new and improved lighting. The petition has been referred to the City Planning Commission and plans are now being prepared for widening Park Avenue. The City Planning Commission is not bound by the terms of this request, but will submit its own recommendations. If it deems desirable, taking into consideration the general city plan and other street improvements. It is impossible to say what such a widening will mean until definite plans are presented. Following the presentation of a plan, a number of steps are necessary for improvement may be started. An ordinance must be introduced in the Council authorizing the necessary acquisition of land to make this widening. This should be preceded by a petition from the property owners affected. If steps are taken toward the widening of Park Avenue, all persons interested will have the opportunity to appear at hearings on the ordinance for street widening and the subsequent ordinance for street improvement.

(b) The present width of the street at this location is 25 feet. In carrying out the provisions of an ordinance for widening, the city purchasing agent first endeavors to agree on prices for the purchase of the additional land needed which are satisfactory to the Council and receive its approval. When the Council disapproves the prices asked for land, condemnation proceedings are instituted. Under our present charter, the Council determines the method of assessing local improvements, after receiving the advice of the city assessor. The method of assessment is stated in the ordinance upon which a hearing is held. This provision was made in the charter particularly so that property owners might have an opportunity to express their views as to the method of assessment to be used before an ordinance for an improvement is passed. Information is now given to persons appearing at hearings on ordinances by which each property owner may know the maximum assessment for which he may be liable. The general custom in street widening assessments now is to draw the ordinance so that both sides of a street are assessed equally and so that property on streets adjacent to the street in-

tended for widening will pay a portion of the cost of the widening in proportion to their benefit.

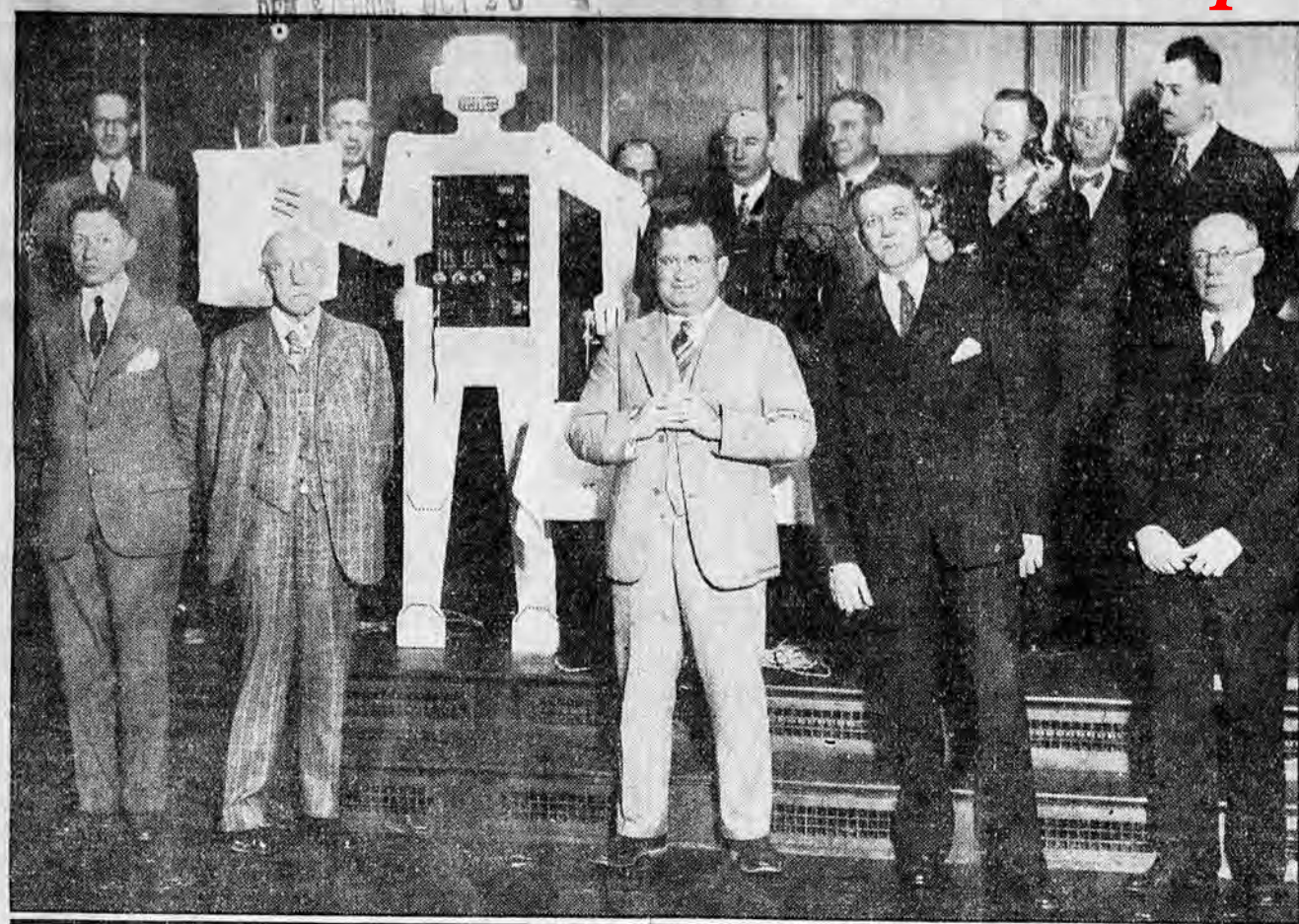
(c) An estimate of the cost of a street improvement is available to the property owners at the first hearing on the ordinance, 14 days after introduction of the ordinance and at least seven days previous to its passage. A second hearing is held 21 days after introduction of the ordinance.

(d) The Council determines what property shall be taken for a street widening when it passes the ordinance which must state the exact nature of the improvement.

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Historic Scrapbooks Collection



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The demonstration took place under auspices of the Institute of Radio Engineers, the American Institute of Electrical Engineers, the Rochester Engineering Society and the Electrical League of Rochester. H. H. Sullivan, president of the Rochester Engineering Society, and Harry E. Gordon, chairman of the American Institute of Electrical Engineers spoke briefly before the demonstration, and Mr. Gordon introduced Mr. McCoy, delegates to the convention of the Society of Industrial Engineers were

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Cleveland's fare rate, it will be noted, is lower than that now in force in Rochester.

The Cleveland Railway Company seems to find it possible to sell tickets through conductors. That is a service which would be much appreciated here.

In equipment and service the Cleveland system ranks with the best in the country. The service-at-cost plan appears to have worked well there in this respect. This form of contract prevented impairment of equipment during the period of rising costs.

The Cleveland Railway Company is also giving its attention to improving public relations, training employees to give good service and reducing the labor turnover through its new pension system. It also operates a large number of busses.

But the street railway system finds it difficult to hold down operating costs, and maintain the desired frequency and grade of service at a reasonable rate of fare in the face of private automobile competition.

This study of the oldest service-at-cost system should prove useful to Rochester, which must soon face the question of renewal of its own service-at-cost contract.

BILL AIMED AT FLOATING AUCTIONEERS

Ordinance Given Council To Guard Merchants against Transient Dealers

HEARINGS TO BE CALLED

Goodwin Tells Story City Employee Is Illegally on County Committee

An ordinance designed to check the activities of transient auctioneers, particularly in the Christmas merchandise season, and said to have the backing of several of the retail merchants' groups of the city, was introduced at last night's session of the City Council by Councilman Harry C. Goodwin.

The ordinance provides that no person, firm, or corporation shall dispose of goods at public auction unless they have been in business continuously in Rochester as a whole or in retail merchant for a period of a year before conducting their auction.

Would Stop Night Auctions

Auctioneers, under the proposed ordinance, must be conducted between 7 a. m. and 6 p. m., which would preclude night selling. Auctions may not be conducted on Sundays or holidays. Auction sales may not be conducted for more than 30 days, and the same dealer, either by himself or through another, may not conduct more than one auction sale in connection with his business in a 12-month period.

The license fee is fixed at \$150 a year, or \$25 a month, and a bond for \$5,000 for the faithful observance of city ordinances and the laws of the state must be posted by the applicant.

Misrepresentation of goods, substitution, employment of "cappers," bellmen, criers, or other unusual means of advertising, and conduct of auctions for transient merchants who have not obtained a license, is prohibited.

The penalty for violation of the proposed ordinance is a fine not exceeding \$150, or imprisonment for not more than 150 days, or both.

The ordinance was referred to the law committee, which will conduct hearings later.

Charges Illegal Political Activity

Councilman Goodwin asked the city manager if he had knowledge of any city employee now serving on any political committee in a department of the City Charter.

The city manager replied, "I am in the negative, and Mr. Goodwin handed him a slip of paper bearing a name and said he had information that the person was a county committee man."

"Why, this party is an employee of the Board of Education," said Mr. Story. "I have no control over the board."

Mr. Goodwin offered to check the matter up and report. Mr. Story said he would investigate and see if the Board of Education could do anything to stop the alleged political activities of its employees.

Councilman Guzzetta asked Corporation Counsel Clarence E. Platt for a report on the controversy over the nonpayment by the city of the prevailing rate of wages to all city employees. Mr. Platt said that certain points in the controversy were under review before the Appellate Division, fourth department, in an appeal taken by the Painters Union from a court ruling holding that repair and maintenance men employed by the Department of Public Works should be classed as laborers, and not as painters. Mr. Platt said the decision of the higher court was expected to clear up some angles of the controversy.

Whether the lines are paying their own way or are being subsidized by the taxpayers.

Lyell Folks Lense Appeal

The Finance Committee reported favorably the request of Lyell Avenue taxpayers for a reduction in the assessment levied for widening and resurfacing the avenue. The taxpayers, at a recent Council meeting asked that 50 per cent. of the cost be assessed against the city at large.

The Council, on recommendation of city Manager Story, approved an appropriation of \$18,000 for G. A. H. relief work and another of \$42,000 for World War relief work, both to be handled through the Bureau of Charities.

The bid of Jackson, Zaenglein & Co. of \$8,500 for an audit of city books for the current year was low and the Council authorized the making of a contract with that firm.

Authority for the renewal of several issues of city notes, due on Nov. 12, was voted, as follows:

Local improvements, \$125,000; school construction, \$100,000; municipal land purchase, \$25,000; transit subway construction, \$40,000.

Ordinances for Carving Road, Drexel Road, and Delray Road sewers, walks, and grading were passed. The total cost was fixed at \$95,000.

New ordinances were read for East Avenue and Elliott Street street outlet sewer, \$5,300; Lehigh street parking and grading, \$5,500; and Allen Street and Municipal Drive combined sewer, \$5,400.

Councilman Goodwin introduced an ordinance for sale of a franchise for a trackless trolley in Hollister Street. It was referred to the Public Utilities Committee. A hearing is scheduled for Nov. 6.

BAIL FOR PETROSSI IS \$5,000

Brought into County Court this afternoon to answer an indictment against bribery, John Petrossi, general contractor, with offices at 6 State Street, pleaded not guilty.

Bail, which was furnished, was fixed at \$5,000 and he was granted liberty pending trial at the next term of court.

First word that Petrossi was indicted was revealed when he was arraigned by the district attorney's office on a bench warrant issued after the Grand Jury had voted a secret indictment.

Petrosi was arrested Sept. 11 on complaint of city officials, based on an affidavit by Edward J. Lynn, an inspector in the Department of Public Works, that Petrossi and his agents bribed him in a plan to defraud the city in payment for loads of asphalt.

Lynn, after being approached by agents of the contractor, unfolded his story to the chief of his department. Arrest of Petrossi followed.

Street railway there was act, and raised the rate service-at-cost contract now has a 10-cent cash rate as in Rochester.

Railroad Company has, with the public. It has in the service. When et and extremely comphased, the company fact in an unusually manner by staging a In other ways it has pressive of the electric operating policy often way companies. The has found the atten relations well worth

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er than now prevails the question at once arises

Zeppelin Mail Given To Mayor



photo shows B. Forman, of the B. Forman Company, to Arthur T. Parker, director of the Rochester Museum, a group of articles received from Germany on Zeppelin. The articles, which were sent from Berlin, include a hat, several pieces of jewelry, a number of personal letters. They will be placed on exhibition at the

Big Zep Invited To Pay City Visit By Mayor Wilson

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Street Railway Substitute Failed

In yesterday's issue of The Times-Union appeared an article by a staff correspondent dealing with the street railway experience of Akron, O. This article is one of the series in which the results of on-the-ground investigation made in co-operation with representatives of the Bureau of Municipal Research, have been presented for the information of our readers.

Two questions often discussed in connection with the street railway situation came to a head and were threshed out in Akron.

First, what would happen if a city having a 5-cent fare contract—as Rochester had—held the company to the contract without reference to rising costs of operation?

The second question is whether an industrial city of 200,000 or more inhabitants can do without a street railway system, by substitution of jitneys or busses.

In Akron this was tried out. The company held on with worse and worse service, of course, until its franchise expired in 1924. Then it ran its cars into the barns and Akron resorted to jitneys.

Riding on rubber seemed all right to the rubber city—for a time. But the attempt to improvise mass transportation failed. The company finally obtained a 7-cent fare, 17 tickets for a dollar, and is now operating on that basis.

Thus, so far as Akron was concerned, it was shown that the 5-cent fare could not be maintained. In other cities the attempt to force the company to give service at this rate in the face of increased costs has also broken down. Toledo and Des Moines had somewhat similar experiences.

It was also shown that the street railway is essential for mass transportation, or, at least, that a satisfactory substitute could not be improvised.

Most transit experts hold that even a well organized system of busses will not meet the demands of a place of any considerable size. And it should be noted that whereas, in most states, the street railway lines pay a heavy paving expense, the busses get their right of way free. So even if busses can handle heavy traffic satisfactorily at the same rate of fare as street cars, which is doubtful, the paving expense contribution is lost.

Akron experience points to trying to get the best service possible out of existing rail ways, rather than ripping up tracks.

Careful investigation by the staff correspondent of The Times-Union, who visited Detroit in company with a representative of the Rochester Bureau of Municipal Research, shows that no subsidy is being received. The Department of Street Railways pays \$750,000 a year in city taxes—making it one of the largest taxpayers in a city noted for the great size of its industrial plants.

It also pays heavy paving costs—and fights vigorously, but so far vainly, against this assessment—just as a private company would. Expense on this account has run as high as \$1,500,000 in a single year.

Detroit has favorable operating conditions in some respects, as the larger automobile plants frequently run 24 hours a day. On the other hand, as was shown in the article, the rate of taxi fare is unusually low and the automobile capital, as might be expected, has a high ratio of motor cars to inhabitants.

The Detroit municipal system operates 230 miles of track, the greater portion of which was acquired in 1922 from the former private company for \$19,800,000. It is generally considered that the municipality, which then had an exceptionally able business man, James Couzens, as mayor, made an excellent bargain, obtaining the property at or close to its value as a going concern and escaping any burden of inflated valuation.

At present the Department of Street Railways is paying the interest on all construction and equipment obligations, is paying out of earnings the installments on the purchase price, and is establishing reserves for paying the final installment in 1931.

This showing entitles the Detroit system to rank as a successful large-scale publicly-owned utility, meeting the requirements of its patrons at very reasonable rates.

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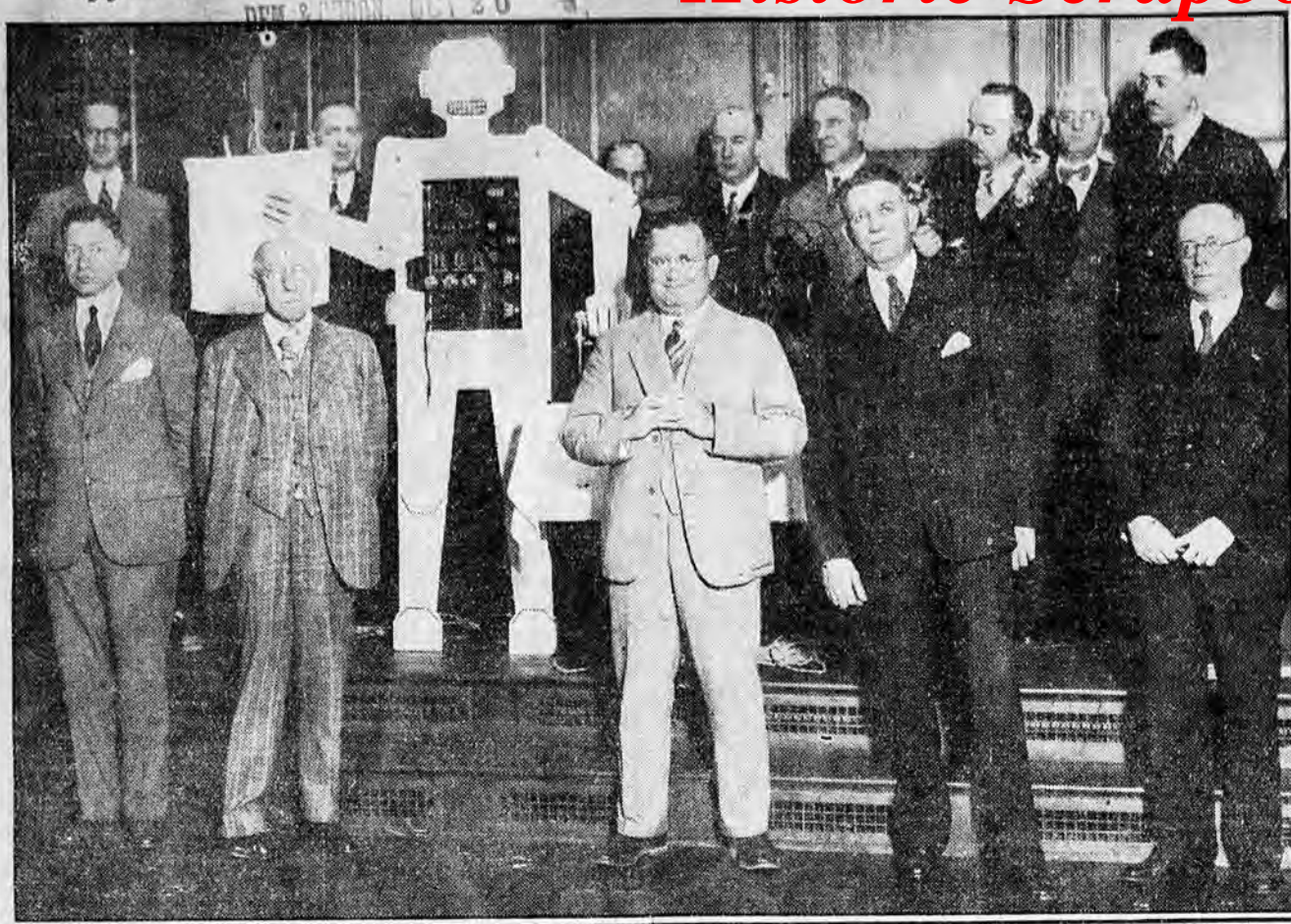
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The Cleveland Railway Company seems to find it more difficult to sell tickets through conductors. That is a service which would be much appreciated here.

In equipment and service the Cleveland system ranks with the best in the country. The service-at-cost plan appears to have worked well there in this respect. This form of contract prevented impairment of equipment during the period of rising costs.

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But the street railway system finds it difficult to hold down operating costs, and maintain the desired frequency and grade of service at a reasonable rate of fare in the face of private automobile competition.

This study of the oldest service-at-cost system should prove useful to Rochester, which must soon face the question of renewal of its own service-at-cost contract.

Zeppelin Mail Given To Museum



Photo shows B. Forman, of the B. Forman Company, presenting to Arthur T. Parker, director of the Rochester Municipal Museum, a group of articles received from Germany on the Graf Zeppelin. The articles, which were sent from Berlin, include a hat, several pieces of jewelry, a number of pictures and letters. They will be placed on exhibition at the museum.

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The Grand Rapids Railroad Company has, however, been especially successful in establishing good relations with the public. It has featured improvement in the service. When 30 cars of a new, quiet and extremely comfortable type were purchased, the company called attention to the fact in an unusually dramatic and effective manner by staging a big bonfire of old cars. In other ways it has equalled the most progressive of the electric utility companies in emphasizing its interest in serving the public.

This is a factor in operating policy often neglected by street railway companies. The Grand Rapids company has found the attention given to good public relations well worth while.

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This is so much more than now prevails in most cities that the question at once arises whether the lines are paying their own way or are being subsidized by the taxpayers.

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Riding on rubber seemed all right to the rubber city—for a time. But the attempt to improvise mass transportation failed. The company finally obtained a 7-cent fare, 17 tickets for a dollar, and is now operating on that basis.

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It was also shown that the street railway is essential for mass transportation, or, at least, that a satisfactory substitute could not be improvised.

Most transit experts hold that even a well organized system of busses will not meet the demands of a place of any considerable size. And it should be noted that whereas, in most states, the street railway lines pay a heavy paving expense, the busses get their right of way free. So even if busses can handle heavy traffic satisfactorily at the same rate of fare as street cars, which is doubtful, the paving expense contribution is lost.

Akron experience points to trying to get the best service possible out of existing rail ways, rather than ripping up tracks.

Careful investigation by the staff correspondent of The Times-Union, who visited Detroit in company with a representative of the Rochester Bureau of Municipal Research, shows that no subsidy is being received. The Department of Street Railways pays \$750,000 a year in city taxes—making it one of the largest taxpayers in a city noted for the great size of its industrial plants.

It also pays heavy paving costs—and fights vigorously, but so far vainly, against this assessment—just as a private company would. Expense on this account has run as high as \$1,500,000 in a single year.

Detroit has favorable operating conditions in some respects, as the larger automobile plants frequently run 24 hours a day. On the other hand, as was shown in the article, the rate of taxi fare is unusually low and the automobile capital, as might be expected, has a high ratio of motor cars to inhabitants.

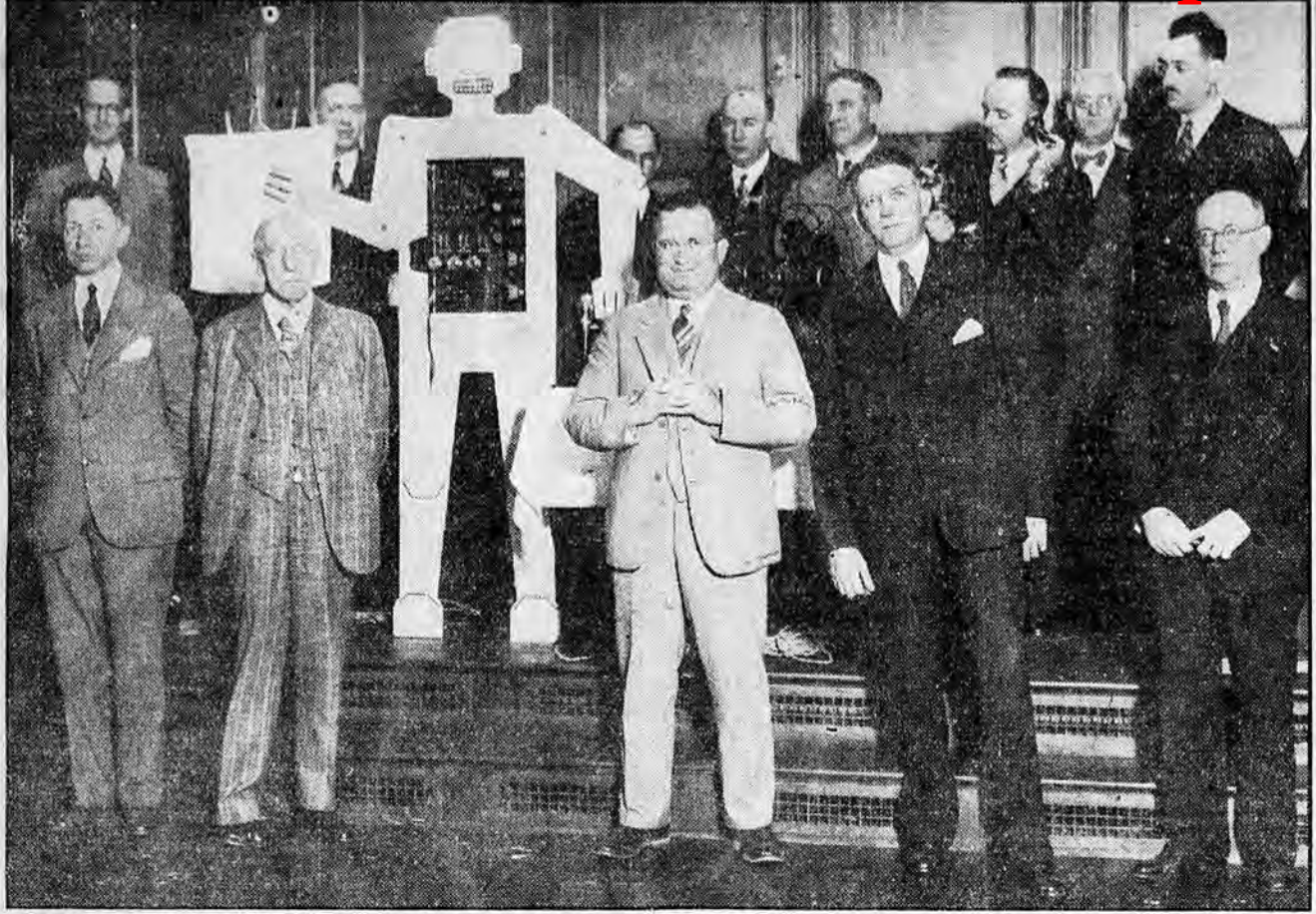
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At present the Department of Street Railways is paying the interest on all construction and equipment obligations, is making out of earnings the installments on the purchase price, and is establishing reserves for paying the final installment in 1931.

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Officials See Iron Man's Historic Performance



Present at the showing of "Telavox" the



City officials and prominent engineers were among the crowds which visited the Chamber of Commerce yesterday afternoon and last evening to see and "meet" the mechanical man, "Telavox." City Manager Stephen B. Story and the chief engineer of the Rochester Telephone Corporation are shown above with "Telavox."

Uncanny Mechanical Man Has Audience Breathless At Demonstration Here

An uncanny mechanical man held some 1,500 people breathless last night in the Chamber of Commerce auditorium while his demonstrator made him perform all sorts of amazing operations by means of televox signals.

The most popular of the feats was that of James L. McCoy of the Westinghouse Electric Company was the "glaring" in who put this almost human thing having through his paces and later. It led by whistling in the telephone throughout the Telavox moved his arm and legs. A picture of Mayor Wilson was shown on the screen.

man" yesterday at the Chamber of Commerce. From left, son, City Manager Stephen B. Story, John W. Morrison, Jr., lan C. Ross, editor of The Democrat and Chronicle.

GRAND JURY RETURNS 79 INDICTMENTS

One Count of Murder, First Degree, in Largest List in Recent Years

SIX YOUTHS INDICTED

Petrosi and McGrath, Held in Bail for Bribery, Not Mentioned

In one of the largest presentments made in recent years, the Monroe County Grand Jury, which rose yesterday, reported 79 indictments, including one for murder, first degree, to Supreme Court Justice Willis K. Gillette.

District Attorney William F. Love announced the Grand Jury, sitting three weeks, considered 120 cases and reported 33 open bills and 46 sealed. Defendants in custody, with the exception of Antonio Iovannise, alias Virginia, 42, of Fairport, indicted on the murder count, will be arraigned for pleas at 9:30 o'clock this morning before County Judge Nelson E. Spencer.

The list of open indictments did not include bills against John Petrossi, contractor, arrested last month for alleged bribery of city inspectors on paving contracts, or Edward F. McGrath, former cashier in the Department of Public Works, accused of grand larceny for alleged misappropriation of city funds.

Killed in Feud War

Both defendants are at liberty in bail and it is not the policy of the district-attorney's office to make public indictments of defendants free in bail, until they are arraigned under the indictments.

INDICTMENT PRESSED IN CITY FRAUD

McGrath, Former Municipal Bookkeeper, Appears in County Court To Plead Not Guilty to Grand Larceny.

An indictment charging grand larceny, first degree, has been returned against Edward F. McGrath, former bookkeeper in the Department of Public Works, it was revealed today when he appeared in County Court before Judge Frederick L. Dutcher and pleaded not guilty to the charge.

The indictment was sealed and was returned by the Grand Jury, which reported Friday to Supreme Court Justice Willis K. Gillette. Following his plea of not guilty, McGrath's bail of \$5,000 was ordered continued.

City officials say they obtained a confession from McGrath in which he admitted taking \$895.10 from collections in the water works department.

McGrath was discharged Aug. 2 by Commissioner of Public Works Harold W. Baker before there had been any intimation of embezzlement in the department.

When the shortages were discovered by the comptroller's office in checking the records, McGrath came under suspicion and on Aug. 16 was taken to police headquarters, where he was questioned by Commissioner of Public Safety George J. Nier, Deputy Comptroller Louis B. Cartwright and Detective-Lieutenant Anthony Andrews.

According to Commissioner Nier, McGrath admitted taking the \$895.10 after three hours of questioning. The admitted theft was made on or about June 16 of this year.

Deputy Comptroller Cartwright said that McGrath had listed currency collections and allowed them to accumulate, then taking a check for \$895, depositing it without making notation and taking the same amount of cash for his personal use.

Mr. Cartwright said that shortages may mount to several times that specified in the charge against McGrath. He intimated recommendation may be made for calling of outside accountants to conduct a thorough audit of every department, subject to council action.

PARTIES CALL CITY WORKERS

Despite an ordinance that was to lift city employees out of political bondage, they learned today that they are still considered subject to the call of their respective political leaders.

Employer reported receiving instructions from both Mayor Wilson, leader of the Nineteenth Ward, and Charles E. Bostwick, leader of the Tenth Ward, to be on the job at registration places on Saturday and prepared to work at the polls on election day.

Both Mayor Wilson and Mr. Bostwick admitted they had called on employees for help and received it. The mayor said:

"There is nothing in the charter prohibiting a city employee from working at the polls. It simply says they shall not contribute to political party funds or serve on committees. Might just as well disfranchise a man as say he shall not work at the polls. Of course, we called on experienced workers to get on the job, and we did it, regardless of whether they were city workers."

City Manager Story said the mayor's interpretation of the charter was right, except that no employee could be coerced with a threat of losing his job. He said:

"His job is safe, regardless of what he may or may not do at the polls."

Big Zep Invited To Pay City Visit By Mayor Wilson

Hope that the Graf Zeppelin may visit Rochester was expressed in telegram sent yesterday to Dr. Hugo Eckener by Mayor Joseph C. Wilson and Herman Russell, president of the Chamber of Commerce.

"We would very much appreciate a visit from you and your gallant crew on your projected western flight," read Mayor Wilson's telegram.

Mr. Russell's message echoed the invitation and gave facts and figures about Rochester.

The Cleveland Street Railway

In Saturday's issue of The Times-Union was presented another of the reviews of leading street railway systems of the country made by a member of its staff, working with representatives of the Bureau of Municipal Research.

Cleveland, under the Johnson administration, was the storm center of a fight for a three-cent street railway fare. Some steps were taken by the municipality to establish lines on that basis, but rising costs made such a rate ultimately impracticable.

In 1910 a compromise was reached on the basis of the first service-at-cost contract. The rate of fare under that contract was originally fixed at seven tickets for 25 cents, with a one-cent charge for transfers. During the war and post-war period it rose until the present rate is seven cents cash and eight tickets for half a dollar. There is a one-cent transfer charge, about half the patrons calling for transfers. The system of regulation through a balancing fund is similar to that adopted here.

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CUNARD

SALES FROM NEW YORK

WILE, 86 North

Files, Steel Equipment

Desks, Tables, Chairs, Sales

FURNITURE

OFFICE

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Genesee 586

DUNHAM & COKE

PAVING

NEW ADVERTISEMENTS

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Bail, which was furnished, was fixed at \$5,000 and he was granted liberty pending trial at the next term of court.

First word that Petrossi was indicted was revealed when he was arraigned by the district attorney's office on a bench warrant issued after the Grand Jury had voted a secret indictment.

Petrossi was arrested Sept. 11 on complaint of city officials, based on an affidavit by Edward J. Lynn, an inspector in the Department of Public Works, that Petrossi and his agents bribed him in a plan to defraud the city in payment for loads of asphalt.

Lynn, after being approached by agents of the contractor, unfolded the story to the chief of his department. Arrest of Petrossi followed.

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City Government Quiz

The City Manager Is at Your Service—Send in Any Question on The City Government in Which You Are Interested and Answer Will Be Published Here

NUMBER 78
Question—(a) Kindly advise why that stretch on Main Street East, Main Street railroad bridge, no doubt owned by the New York Central, was never improved along with the other Main Street East improvement. As one using the walk every day, I want to say that that stretch of sidewalk is positively dangerous in winter, being on a hill and so uneven. (b) Why cannot the New York Central be made to improve these walks just the same as any other taxpayer?

Answer—(a) The approaches to the Main Street bridge over the New York Central Railroad were not improved with the rest of the street as the ordinance for such street improvement levied the cost as an assessment upon the abutting property owners. It was recently decided in a Monroe County Supreme Court suit that these approaches could not be improved under an ordinance levying the cost as an assessment upon the abutting property owners.

(b) The New York Central Railroad is under obligation to maintain these approaches according to Section 33 of the railroad law. This matter is now being taken up with the railroad officials in an effort to place sidewalks in a safe and slightly condition.

NUMBER 79
Question—(a) Will you give the owners of property on Park Avenue, between Alexander and South Goodman Streets, some idea of what it means to increase the width of roadway from 20 feet to 32 feet in accordance with a petition filed with the Council and referred to the city engineer for action?

Answer—(a) While this petition was filed with the Council, it is not a petition asking for an ordinance, but is instead directed to the Planning Board of the City of Rochester and requested the preparing of plans for the widening of Park Avenue, a new improved roadway, new curb and sidewalks, new and improved lighting. The petition has been referred to the City Planning Commission and plans are now being prepared for widening Park Avenue. The City Planning Commission is not bound by the terms of this request, but will submit its own recommendations as to what it deems desirable, taking into consideration the general city plan and other street improvements. It is impossible to say what such a widening will mean until definite plans are presented. Following the presentation of plans, a number of steps are necessary before the improvement may be started. An ordinance must be introduced in the Council authorizing the necessary acquisition of land to make this widening. This should be preceded by a petition from the property owners affected. If it is taken toward the widening of Park Avenue, all persons interested will have the opportunity to appear at hearings on the ordinance for street widening and the subsequent ordinance for street improvement.

(b) Why cannot the New York Central be made to improve these walks just the same as any other taxpayer?

Answer—(a) The approaches to the Main Street bridge over the New York Central Railroad were not improved with the rest of the street as the ordinance for such street improvement levied the cost as an assessment upon the abutting property owners. It was recently decided in a Monroe County Supreme Court suit that these approaches could not be improved under an ordinance levying the cost as an assessment upon the abutting property owners.

(b) The New York Central Railroad is under obligation to maintain these approaches according to Section 33 of the railroad law. This matter is now being taken up with the railroad officials in an effort to place sidewalks in a safe and slightly condition.

NUMBER 80
Question—It appears to me that the city owns a small parcel of land which is located in front of my property at 287 Averill Avenue and which has caused a lot of hatred against me among the neighbors. All the children congregate in front of my house. These children annoy me very much. I charge them away, but they return and do worse than they did before. As you see, this piece of land is not listed as a park or playground. Is it just a piece of land that was taken away from the party that owned it to be straightened out the street? The grounds are unsightly as they are not kept up, but my taxes have gone up in six years from \$30 to \$147. Why not use some of the tax money and get a playground for these children?

Answer—This parcel was never taken away from private ownership in order to straighten out a street, but is a portion of the street, Averill Avenue, and was shown as a portion of the street in the original subdivision filed in February, 1848. Disturbances, loud noises and the playing with a ball or flying of a kite in streets are prohibited by the Public Safety and Good Order Ordinance. Injury to grounds, public or private, are prohibited by the same ordinance. The Department of Public Safety has been requested to put an end to nuisance at this location so far as possible, and to restore the grounds to proper condition. In this connection it should be stated that the city is under an obligation to maintain parkways which have not been dedicated to park purposes. Property owners generally maintain these areas themselves or pay for their maintenance through ordinances levying a fee on the property owner. An assessment under the provisions of the general law and ordinance of June 11, later paying \$80 for the passing receipts for loads of paving provided just as rapidly as material which were not delivered, city finances permit. Increases in charges against Petrossi were the city taxes have gone to pay for income of an investigation concerning in wage and salary rates deducted last month by Public Safety as is generally the case throughout the city. The city has, during the last eight years, accumulated a deficit now amounting to over \$2,400,000 which must be paid off according to the charter before Jan. 1, 1934. If the residents of any neighborhood are sufficiently interested in securing a playground, they may petition the Council to have a playground established and paid for by a local assessment spread generally through the neighborhood.

NUMBER 81
Question—I have some real estate in Selva Terrace on which there is a lighting charge as follows: 1926—\$4.65; 1927—\$4.25; 1928—\$2.42. Inquiring at the Assessors' Office I am informed that the increase this year over previous years is due to a new contract with the Rochester Gas and Electric Corporation. Why is my Selva Terrace property charged for lighting when there is no charge in other wards, and by the Brighton Place Dairy Company as a driver and collector?

Answer—Ordinances for adding a secreted street lighting are passed at the request of the property owner. Loretta Frazier, of 581 Plymouth on streets where lighting is desired Avenue South, pleaded not guilty to the standard fixed by the city administration. Such ordinances call for the cost of that paid by the city at large. The city has set standards for lighting on streets according to their importance and the necessity for lighting as a safety measure. This standard provides for more liberal lighting paid for out of the general tax levy than any other city of which we know. Lighting is furnished by the Rochester Gas and Electric Corporation at an annual charge covering the cost of poles, wiring, globes and current. There is a separate charge for each pole of each type which is collected only for the nights operated. These charges were originally set by contract in 1912 and have been continued with only one or two slight changes to date in spite of large increases in the cost of labor and material. The city is now receiving lighting at a cost to the city at large equal to that allowed other streets of similar importance as arranged by schedule on file in the office of the Commissioner of Public Works. R. W. Post is supervisor of Street Lighting for the city.

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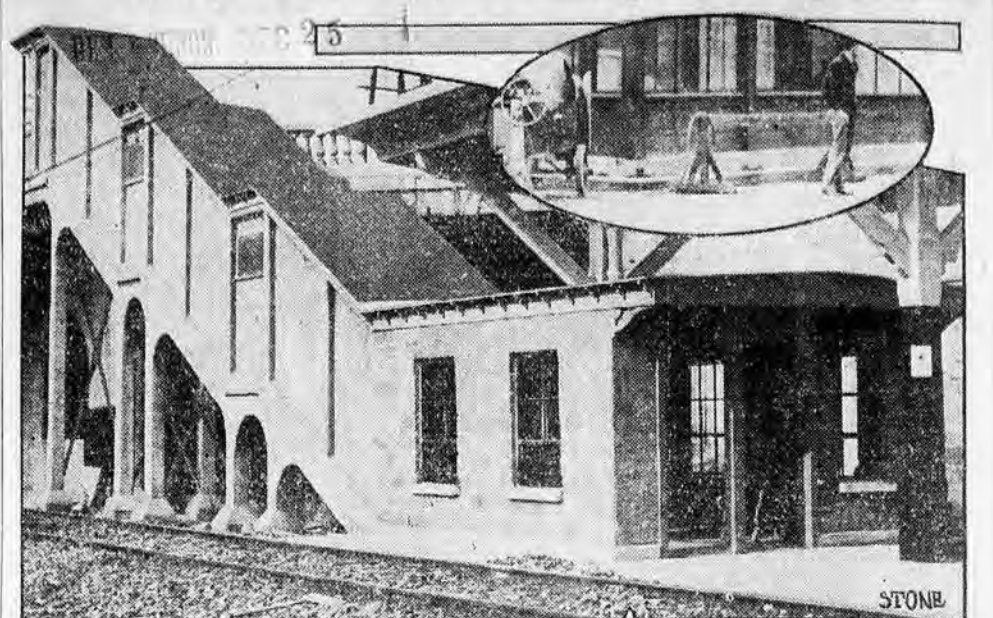
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Ten New Historic Buildings Subas Collection Line, Street Deck Being Waterproofed



Extensive Work Aids Safety and Comfort, Now Under Way

Extensive operations are under way on the subway, in the nature of improvements to add to the safety and comfort of passengers, and to insure the work against too rapid depreciation. W. H. Roberts, assistant city engineer in charge of the subway is in general charge. The work is divided into two parts: The joints in the superstructure between Exchange and Oak Streets are being waterproofed to prevent leakage of surface water; and considerable supplementary work is being done along the railway right of way, that has been found advisable from a safety and comfort standpoint.

Waterproofing Joints

The city itself, through its Department of Public Works, is doing the waterproofing of joints, and as the first step, workmen have cut through the asphalt around the kiosks to expose the joints in the concrete underneath. Waterproof material is laid over these joints, and small drainage pipes are sunk through the concrete, so that moisture will drain through into the subway without damaging its concrete and steel deck.

When the work around the kiosks is completed, each concrete joint between Exchange Street and Oak Street is to be waterproofed. This will be done by cutting a strip of asphalt surfacing about four feet wide at each joint, and cutting through the layer of low-grade concrete under the asphalt. Otherwise, a water would seep through the joints of the concrete, slowly disintegrating the material and rusting the steel framework underneath.

As the deck over the Aqueduct is already waterproofed, no additional work will be required there; but the city has completed improvements to the sidewalks on the canal ever construction over the Aqueduct and also along South Avenue, so that not only are the sidewalks now in good condition, but the arched steel underneath is guarded against moisture and rust.

The waterproofing work will continue as long as weather permits this Fall, and will be renewed in the Spring.

In connection with additions, a new waiting room and platform also has been completed at a Driving Park Avenue loop, and a new waiting room and platform also has been completed at a Driving Park Avenue loop, and a new waiting room and platform also has been completed at a Driving Park Avenue loop.

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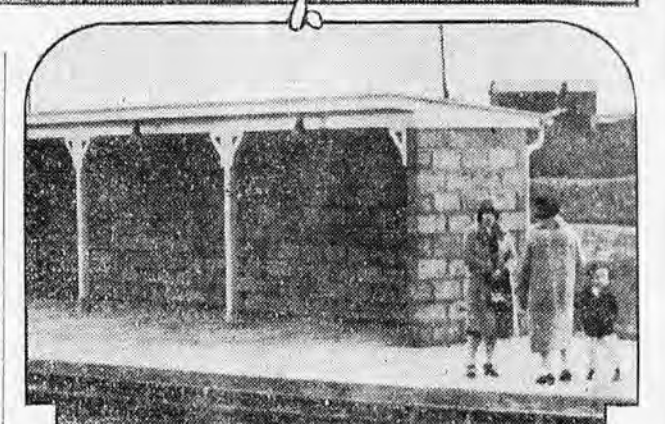
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Above, new enclosed subway station at Lexington Avenue. In oval, waterproofing around kiosk. Below, shelter at Driving Park loop.

Tract has been let to E. T. As of this city for ten shelters subway stations between Driving Park Avenue and Rowland Loops, wherever possible, a being built direct at the foot of the stairs leading from the street. It was found last winter at water drained from the roofs the stairway covers to the station platforms at the foot of the stairs and caused a sheet of ice to run, so that passengers hurrying down the steps often hit the ice and went into tall spins. These shelters are being built of steel block, and will be stuccoed, and are of a design to agree with the present stairway covers, and on an average, are about 12 to 17 feet long. They will be roofed and have benches inside, but will not be heated, excepting the Times Square Station. The walls already are up on all of the shelters, and roofs are on five. The contract calls for an expenditure of \$11,000. There are 14 stations along the subway, including the new stations at Driving Park Avenue Loop and at Rowland's Loop.

New Driving Park Station

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CONTRACTOR IS INDICTED FOR BRIBERY

Grand Jury Charges Petrossi
with Attempt To Corrupt
Pavement Inspector

BAIL OF \$5,000 POSTED

Waived Immunity at Hearing
and Testified, Sealed
Indictment Reveals

A sealed indictment charging John Petrossi, contractor, of St. Paul Boulevard, Irondequoit, with bribery in connection with the execution of city paving contracts, was opened in County Court yesterday, when Petrossi pleaded not guilty. Bail of \$5,000 was furnished by Charles M. DiPasqua, real estate man. Petrossi was represented by Anthony Miceli, Assistant District Attorney Jacob Ark represented the people.

Waived Immunity

Opening of the indictment also revealed that Petrossi waived immunity and testified before the Grand Jury when it considered his case two weeks ago.

The specific charge against Petrossi is that he attempted to influence Edward J. Lynd, an inspector through ordinances levying a fee on the property owner. An assessment under the provisions of the general law and ordinance of June 11, later paying \$80 for the passing receipts for loads of paving provided just as rapidly as material which were not delivered, city finances permit. Increases in charges against Petrossi were the city taxes have gone to pay for income of an investigation concerning in wage and salary rates deducted last month by Public Safety as is generally the case throughout the city. The city has, during the last eight years, accumulated a deficit now amounting to over \$2,400,000 which must be paid off according to the charter before Jan. 1, 1934. If the residents of any neighborhood are sufficiently interested in securing a playground, they may petition the Council to have a playground established and paid for by a local assessment spread generally through the neighborhood.

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City Government Quiz

The City Manager Is at Your Service—Send in Any Question on The City Government in Which You Are Interested and Answer Will Be Published Here

NUMBER 78
Question—(a) Kindly advise why that stretch on Main Street East, Main Street bridge over the New York Central Railroad bridge, no doubt owned by the New York Central, was never improved along with the other Main Street East improvement. As one using the walk every day, I want to say that that stretch of sidewalk is positively dangerous in winter, being on a hill and so uneven.

(b) Why cannot the New York Central be made to improve these walks just the same as any other taxpayer?
Answer—(a) The approaches to the Main Street bridge over the New York Central Railroad were not improved with the rest of the street as the ordinance for such street improvement levied the cost as an assessment upon the abutting property owners. It was recently decided in a Monroe County Supreme Court suit that these approaches could not be improved under an ordinance levying the cost as an assessment upon the abutting property owners.

(b) The New York Central Railroad is under obligation to maintain these approaches according to Section 93 of the railroad law. This matter is now being taken up with the railroad officials in an effort to place sidewalks in a safe and slightly condition.

NUMBER 79
Question—(a) Will you give the owners of property on Park Avenue, between Alexander and South Goodman Streets, some idea of what it means to increase the width of roadway from 26 feet to 52 feet in accordance with a petition filed by the Council and the city engineer for an increase in the width of the street?
Answer—(a) The city engineer has been asked to prepare a plan for the widening of Park Avenue, a new improved roadway, new curb and sidewalks, new and improved lighting. The petition has been referred to the City Planning Commission and plans are now being prepared for widening Park Avenue. The City Planning Commission is not bound by the terms of this request, but will submit its own recommendations as to what it deems desirable, taking into consideration the general city plan and other street improvements. It is impossible to say what such a widening will mean until definite plans are presented. Following the presentation of plans, a number of steps are necessary before the improvement may be started. An ordinance must be introduced in the Council authorizing the necessary acquisition of land to make this widening. This should be preceded by a petition from the property owners affected. If steps are taken toward the widening of Park Avenue, all persons interested will have the opportunity to appear at hearings on the ordinance for street widening and the subsequent ordinance for street improvement.

(b) The present width of the street at this location is 50 feet. In carrying out the provisions of an ordinance for widening, the city purchasing agent first endeavors to agree on prices for the purchase of the additional land needed which are satisfactory to the Council and receive its approval. When the Council disapproves the prices asked for land, condemnation proceedings are instituted. Under our present charter, the Council determines the method of assessing local improvements, including street widenings, after receiving the advice of the city assessor. The method of assessment is stated in the ordinance upon which a hearing is held. This provision was made in the charter particularly so that property owners might have an opportunity to express their views as to the method of assessment to be used before an ordinance for an improvement is passed. Information is now given to persons appearing at hearings on ordinances by which each property owner may learn the maximum assessment for which he may be liable. The general custom in street widening assessments now is to draw the ordinance so that both sides of a street are assessed equally and so that property on streets adjacent to the street in question for widening will pay a portion of the cost of the widening in proportion to their benefit.

(c) An estimate of the cost of a street improvement is available to the property owners at the first hearing on the ordinance, 14 days after introduction of the ordinance.

At least seven days previous to a second hearing. A second hearing is held after the introduction of the ordinance. At this hearing, the property owner has the opportunity to express his views as to the method of assessment to be used before an ordinance for an improvement is passed. Information is now given to persons appearing at hearings on ordinances by which each property owner may learn the maximum assessment for which he may be liable. The general custom in street widening assessments now is to draw the ordinance so that both sides of a street are assessed equally and so that property on streets adjacent to the street in question for widening will pay a portion of the cost of the widening in proportion to their benefit.

Before the city can have any extensive program for enlarging the playground system it must dispose of a deficit of \$2,400,000 accumulated in the last eight years. City Manager Story announced today in reply to a question on municipal government.

Mr. Story explained the information was desired by an Averill Avenue property owner who would have a playground on a city owned lot in that thoroughfare.

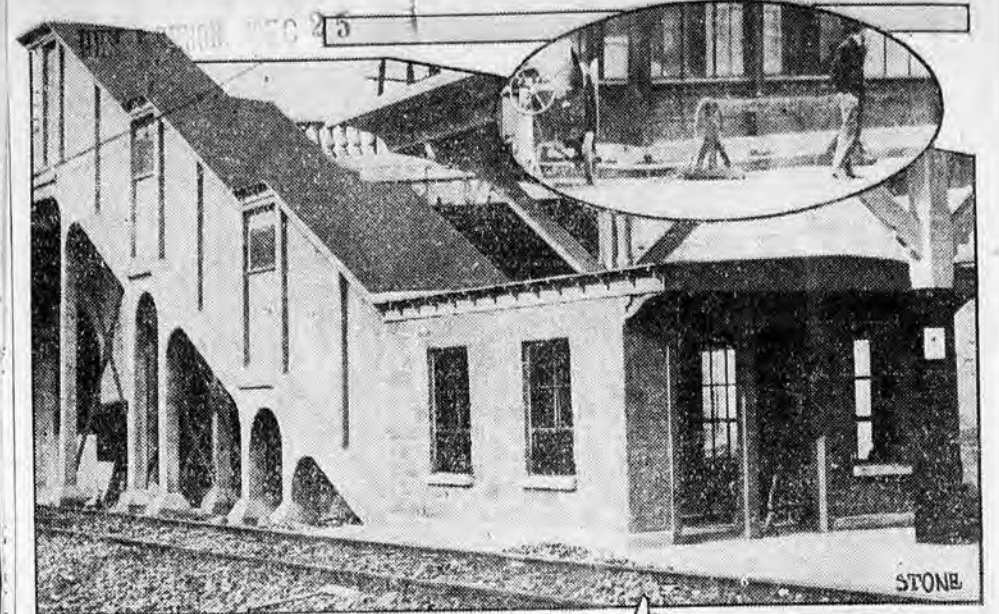
NEW PLAYGROUNDS
"Additional playgrounds," Mr. Story said, "will be provided just as rapidly as city finances permit. Increases in city taxes have gone to pay for or increases in wages and salary rates, as is the case throughout the country; increased cost of materials and additional services rendered the public, such as the subway railroad."

"None of this money is now available. On the contrary, the city during the past eight years has accumulated a deficit now amounting to over \$2,400,000, which must be paid off, according to the charter, before January 1, 1924."

PETITION COUNCIL
"If the residents of any neighborhood are sufficiently interested in getting a playground, they may petition the Council to have one established and paid for by a local assessment spread through the neighborhood."

In reply to a question about excess lighting, Mr. Story said all property owners who had high powered lamps in their streets must expect to pay for the additional electricity used. He explained that the city at large pays for lighting only up to the standard fixed in 1912 contract with the Gas and Electric Corporation.

Ten New Shelters Being Built on Subway Line, Street Deck Being Waterproofed



Extensive Work Aids Safety and Comfort, Now Under Way

Extensive operations are under way on the subway, in the nature of improvements to add to the safety and comfort of passengers, and to insure the work against too rapid depreciation. W. H. Roberts, assistant city engineer in charge of the subway is in general charge. The work is divided into two parts: The joints in the superstructure between Exchange and Oak streets, and the work on the street deck.

Contract has been let to E. T. Kuhs of this city for ten shelters in subway stations between Driving Park Avenue and Rowland Loop. These shelters, wherever possible, are being built direct at the foot of stairways leading from the streets. It was found last winter that water drained from the roofs of the stairway covers to the station platforms at the foot of the stairs and caused a sheet of ice to form, so that passengers hurrying down the steps often hit the ice and went into tail spins.

These shelters are being built of cinder block, and will be stuccoed. They are of a design to agree with the present stairway covers, and on an average, are about 12 to 17 feet. They will be roofed and have benches inside, but will not be heated, excepting the Times Square Station. The walls already are up on all of the shelters, and roofs are on five. The contract calls for an expenditure of \$11,000. There are 14 stations along the subway, including the new stations at Driving Park Avenue Loop and at Rowland's Loop.

New Driving Park Station
A new waiting room and platform also has been completed at the Driving Park Avenue loop, and a shelter and platform are in course of erection at Rowland's. At Rowland's a sidewalk and steps are being built to connect with the street railway company's terminus. Included in this contract also are additional retaining walls where the dirt banks have shown a tendency to wash out, chiefly in the Rowland's section. The Kuhs firm also has this contract, at \$8,500. Under a contract held by Jacob Posner, the repainting of all the subway stations covers has just been completed. This work cost \$1,395.



Above, new enclosed subway station at Lexington Avenue. In oval, waterproofing around kiosk. Below, shelter at Driving Park loop.

Under another contract, the Times Square Station is being enlarged to give double the present waiting space. A small concession for the sale of papers, candies, and checking of parcels will be housed in it. The extension will cover the exit from the stairway leading from Exchange Street. This same contract also covers the erection of a small oil house at the Howell Street loop, designed for the servicing of Rochester, Lockport & Buffalo cars, and likewise for a curb on top of the wall between Court and Griffith streets. This curb is designed to protect the subway below from material falling from the wall. The entire contract will cost nearly \$10,000.

The work will cost \$3,400, and it is not attempted to have the fence delineate the subway right of way. Under another contract, the Times Square Station is being enlarged to give double the present waiting space. A small concession for the sale of papers, candies, and checking of parcels will be housed in it. The extension will cover the exit from the stairway leading from Exchange Street. This same contract also covers the erection of a small oil house at the Howell Street loop, designed for the servicing of Rochester, Lockport & Buffalo cars, and likewise for a curb on top of the wall between Court and Griffith streets. This curb is designed to protect the subway below from material falling from the wall. The entire contract will cost nearly \$10,000.

CONTRACTOR IS INDICTED FOR BRIBERY

Grand Jury Charges Petrossi with Attempt To Corrupt Pavement Inspector

BAIL OF \$5,000 POST

Waived Immunity at Hearing and Testified, Sealed Indictment Reveals

A sealed indictment charging John Petrossi, contractor, of Paul Boulevard, Irondequoit, with bribery in connection with the execution of city paving contracts, was opened in County Court yesterday when Petrossi pleaded not guilty. Bail of \$5,000 was furnished. Charles M. Dispenza, real estate man, Petrossi was represented. Anthony Miceli, Assistant District Attorney Jacob Ark represented the people.

Waived Immunity
Opening of the indictment revealed that Petrossi waived immunity and testified before the Grand Jury when it considered his case two weeks ago.

The specific charge against Petrossi is that he attempted to influence Edward J. Lynd, an inspector for the city, in the laying of the pavement in Jersey Street on June 11, later paying Lynd \$500 passing receipts for loads of paving material which were not delivered.

Charges against Petrossi were the outcome of an investigation conducted last month by Public Safety George J. Nier at the request of Public Works Commissioner Harold W. Baker. Inspector Lynd reported he had been approached by Petrossi and offered money if he would give receipts for materials that were not delivered by the contractor.

Lynd was told to go ahead with the plan as suggested by Petrossi and the authorities claim Petrossi was apprehended after he had paid Lynd \$60 for passing receipts for loads of paving material, valued at \$770 for the Jersey Street job which were not supplied by the contractor. Petrossi will remain at liberty in bail pending his trial, scheduled for the November term of County Court, opening Nov. 19.

Driver Posts Bail

Bail of \$1,000 was posted yesterday by Otto Schindler, Jr., of East Rochester, who was arraigned and pleaded not guilty to two sealed indictments charging him with forgery, third degree. When employed by the Brighton Dairy Company as a driver and collector, Schindler is said to have falsified his books.

Indicted in a sealed bill for secret-Avenue, between Driving Park and Loretta Frazier, of 581 Plymouth Avenue South, pleaded not guilty in excess of the standard for street lighting in Rochester at that time.

A bail bond for \$2,500 was posted and a front foot assessment was by Arthur Galpin, 118 Jacksonlevied of about 5 cents. In 1926, Street, indicted for burglary, grand the residents of Dewey Avenue held larceny and criminally receiving several meetings, decided to install stolen property. The defendant is the lighting on this street charged with entering the store of and requested the city administration the Davis Drug Company on May 10 to prepare an ordinance increasing the lighting from 50 lamps to seventy-four and the candle power from 200 to 400 with the understanding that a front foot assessment was to be levied of approximately 24 cents.

The tax roll of 1928 carried the first assessment under this new rate as from July 1, 1926 to July 1, 1927. This assessment has now been reduced by an ordinance effective July 1, 1927 from 24 cents to 17 cents per front foot. This reduction increased the cost to the city at large for lighting this portion of Dewey Avenue from \$2,101.92 to \$3,060,000 a year. Dewey Avenue is now receiving lighting at a cost to the city at large equal to that allowed other streets of similar importance as arranged by schedule on file in the office of the Commissioner of Public Works. R. W. Post is supervisor of Street Lighting for the city.

The City Manager's Mail Bag

NUMBER 80

Question—It appears to me that the city owns a small parcel of land which is located in front of my property at 257 Averill Avenue and which has caused a lot of hatred against me among the neighbors as all the children congregate in front of my house. These children annoy me very much. I chase them away tell them to go home and then tell their parents. It is not long before they return and act worse than they were before.

Answer—The city owns a small parcel of land which is located in front of your property at 257 Averill Avenue and which has caused a lot of hatred against me among the neighbors as all the children congregate in front of my house. These children annoy me very much. I chase them away tell them to go home and then tell their parents. It is not long before they return and act worse than they were before.

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Pittsburgh's Street Railway

One of the most interesting points in connection with the Pittsburgh street railway system, as described in the latest installment of the series which The Times-Union has been running in its news columns, is the hooking up of the unlimited, transferable weekly pass with an unusually high cash fare.

Not only is the cash fare fixed at 10 cents, which is about the maximum anywhere, but other circumstances tend to increase the charge. Most of the lines have their terminals in the downtown section, so that in passing from one edge of that section to the other the patron without a pass is quite likely to be called upon to pay two fares. Zoning of the longer lines also runs up the fare, although it should be noted that these lines extend well outside the corporate limits of the city, into what would be reckoned the territory of the interurban cars under the Rochester system.

The plan of making the occasional car rider pay more than the regular patron has much to recommend it, but few cities have a system which carries this idea so far.

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TAX RATE REDUCTION FOR 1929 SOUGHT

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When Safety Building Inspector James E. Kilroy sent out yesterday to prove his assertions that the Wilder Building at the Four Corners held some menace to pedestrians below, he found it. Lowering himself over the roof by ropes, Kilroy picked pieces of brick and mortar out of the building with his hands. A contract for immediate repairs has been let.

Wilder Building 'Loaded' To Hit Some Pedestrian, Safety Inspector Proves

Proof that the Wilder Building was "loaded" all ready to hit some innocent pedestrian "with a 20-pound rock or brick was made yesterday by Safety Building Inspector James E. Kilroy.

Kilroy, the only official municipal safety building inspector in the

state, made the discovery that the elements had taken their toll of mortar holding terra cotta cornices and bricks in place some time ago and informed the owners. When nothing was done he decided to prove to the persons responsible that the condition was dangerous.

A boson's chair was rigged from the roof and the sidewalk below roped off. Kilroy lowered himself over the side and five feet down reached in and picked out a loose brick. Three stories down he took 60 pounds of loose terra cotta from cornices. It was in large pieces, some delicately balanced nine stories above the Four Corners. Many of the pieces had to be broken up before they were small enough to be dropped on the adjoining roof below.

A contract to immediately repair the building has been let by the owners, according to report today.

Disposition of a parcel of city owned property along the west side of South Avenue at Court Street was the subject of a conference yesterday between City Manager Story and Albert E. Copeland and William R. Lee, Sr. representing property owners in the vicinity. The strip varies in width from 14 feet at Court Street to about 50 feet at the south end.

Various suggestions have been made for its use and it was pointed out that stores could be constructed on much of the property, extending over the subway. An other suggestion regarded making it a parking space. The property has not been re-assessed following litigation and Mr. Story said that definite decision would be deferred until that time.

Discuss Disposition of City Land Strip

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Lauds Service at Navy Day Event

The navy's a great school for a young man, City Manager Stephen B. Story told some 200 men and officers of Rochester naval companies at a dinner last night in the Turn Verein hall, Clinton Avenue North, in celebration of Navy Day. And the City Manager knew what he was talking about, for he served as an enlisted man in the navy and rose to the rank of ensign in the World War.

The dinner was preceded by a parade of the Rochester divisions of the navy to and from the State Armory in Main Street East through downtown streets, uniformed and under arms and headed by the 121st Cavalry Band. After being mustered out on their return, the 200 men proceeded by automobile to the dinner hall, which was decorated for the occasion with the Stars and Stripes and with navy signal flags.

Commander Presides
Capt. William J. Graham, commander of the Third Battalion, Naval Militia, presided at the dinner and introduced as guests and speakers, besides City Manager Story, Mayor Joseph C. Wilson, Commander Andrew G. Sheppard, U. S. N., Col. Kenneth C. Townsend, commander of the 121st Cavalry, Lieut. Col. Stephen W. Winfree, cavalry instructor; Maj. Arthur T. Smith, 108th Infantry, and Capt. Lewis A. Pulling, army recruiting officer. Singing of the songs, music by the 121st Cavalry Band, led by Fred Dierdorf, and entertainment by solo singers and

dancers were included in the program. In his address, City Manager Story declared that enlistment in the navy is the beginning of a period of hard work which is decidedly beneficial in the development of men. "I regret that more boys cannot enter the navy," he declared. "It is a clean type of fellow that comes out of the navy and I can say that if a man with several years of experience in the service came to me as city manager for a job, if there were an opening for him I'd feel confident he would do a good job for the city."

Other speakers pointed out the value of the navy in peace and war. Parade Proceeds Dinner
The Third Battalion in the parade preceding the dinner was commanded by Captain Graham, with Lieutenant Commander Stephen J. O'Neill as executive officer. Divisions included: Sixth, under Lieutenant Charles B. Forsyth; Seventh, under Lieutenant Henry C. Baist; Second, under Lieutenant Herbert C. Haidt; 302d Marine Company, under Captain Frank J. Doyle, and Hospital Corps, under Lieutenant Commander Julius L. Waterman.

The day was set aside as Navy Day by President Coolidge and on all public buildings and on a number of others were displayed flags in tribute to the navy. Proclamation commemorating the day also was issued by Mayor Wilson.

NEW LAKE BOULEVARD BILL DRAWN

Represents Sentiment at Several Conferences of Taxpayers FOR 36-FOOT ASPHALT

Ordinance Defining Subway Maintenance, Operation Received by Council

A new ordinance providing for an asphalt pavement in Lake Avenue, from Winchester Avenue to the Buffalo, Rochester & Pittsburgh Railway tracks, was introduced in the City Council last evening by Councilman Nelson.

It represents a number of conferences on the subject of a boulevard in Lake Avenue, and is expected to be satisfactory to all taxpayers interested in the improvement; and it will enable Harry W. Baker, commissioner of public works, and City Manager Stephen B. Story, if passed by the Council, to let the contract for the sewers for completion this winter with the pavement to be laid in Spring.

Provides for 36-foot Asphalt
The ordinance provides for a 36-foot asphalt pavement, with 26ths of the cost to be assessed on the city at large, in accordance with the general improvement program of the administration. The city will share equally, as explained by Deputy Corporation Counsel Irving L. Gelsler, who drew the ordinance, the cost of the pavement and sewer that fronts on the cemeteries, making this share 26ths of the total cost. Both cemeteries are non-revenue funders, it developed in the council. The ordinance was referred to the finance committee, which will conduct hearings on it before final passage. Walks and a storm water sewer are included in the ordinance.

Hearing on Post Avenue Sewer
A hearing was conducted on the Post Avenue and Ellicott Street district relief sewer. A number of property owners asked questions of Commissioner Baker about the project. Some sentiment was expressed in favor of assessing the improvement on the city at large. For Wilson said he doubted that a precedent could be established. He submitted a memorandum in behalf of the property owners. Others urged that the improvement be put through as a health measure.

Councilman Louis S. Foulkes filed a petition for medina stone curb in Diamond Place, and Councilman Duers, it developed in the council. The ordinance was referred to the finance committee, which will conduct hearings on it before final passage. Walks and a storm water sewer are included in the ordinance.

City Hall scandals unearthed by City Manager Story and his cabinet, today brought a former city employee within the shadow of prison gates. Pleading guilty to third degree forgery, Alexander Dietrich, twenty-eight, No. 180 Hague Street, former statistician in the Bureau of five years in Auburn Prison.

With the consent of Assistant District Attorney Ark, Dietrich was released under \$2,500 bail by County Judge Spencer, pending sentence November 8.

The former city employee was suspended in May of this year when he returned \$1,491 of the amount he admitted taking from city funds, because, he said, "my conscience bothered me."

His defalcation are said to have reached a total of \$8,725.50 all of which was taken, police said, by means of false entries in the city books after Dietrich had accepted fees for issuing building permits.

REDUCTION OF \$1,404,390 IN CITY'S EXPENSE BUDGET SUBMITTED TO COUNCILMEN

City Manager's Budget Message

Oct. 29, 1928.
To the Members of the Council:
Gentlemen — Accompanying this communication is the budget estimate for the city departments, exclusive of the Department of Education, for the year 1929. It is the second budget prepared under the city manager form of government and, incidentally, the second budget prepared within the current year. This squeezing of two budgets into one year is due to the fact that 1928 is the transition year in which the schedule of budget making and tax collection is moved up several months. Under the old Charter the budget was prepared and submitted to the Council about the middle of February. The taxes which were to be raised to meet the expenses of the budget became due on May 1. The new requirement for the preparation of the budget is the submission of the budget on or before Nov. 1, upon which the taxes fall due on Jan. 1 of the next year.

We can note at this time a very decided advantage in the moving up of the budget and taxing dates. When the tax money was paid in to the City Treasurer by the taxpayer in May, the expenses of the fiscal year for which the tax was being paid, had already run for four months. In order to operate from January to May, the city had to borrow money. The financing required about \$1,500,000 per month for four months and the interest costs each year were about \$40,000.

In 1929, the date upon which the first half of the taxes falls due will be Jan. 1, and it will coincide with the beginning of the fiscal year. The last half of the 1929 tax money will become due on July 1. We are hoping that we will not find it necessary to borrow to finance the city during January and July and we are certain that the first of February and the first of August will find us with ample working funds on hand.

Budget Estimate for 1929
The following tabulation shows the estimates for the general city departments for the year 1929:

	Appropriations 1928	Estimates 1929	Increase
General Fund:			
Current Expense.....	\$9,372,904.91	\$9,541,880.05	\$167,975.14
Debt Service.....	2,546,574.97	2,000,121.00	-546,453.97
Total.....	\$11,919,479.88	\$11,541,901.05	-\$377,578.83
Water Fund:			
Current Expense.....	\$736,507.91	\$711,800.00	-\$24,707.91
Debt Service.....	763,492.09	781,327.00	17,835.00
Total.....	\$1,500,000.00	\$1,493,127.00	-\$6,873.00
Market Fund:			
Current Expense.....	\$10,000.00	\$20,500.00	\$10,500.00
St. Hope Cemetery Fund			
Current Expense.....	\$125,000.00	\$135,000.00	\$10,000.00
Totals.....	\$14,380,579.88	\$13,190,688.04	-\$1,189,891.84

Your attention is called to several features of these estimates. Every budget presents its particular problems, and many problems are perennial in their appearance in successive budgets. A considerable portion of the memorandum accompanying the 1928 estimates was devoted to a discussion of the matter of current expense cost reduction. The maintenance of the half million annual cut until the extinction of the debt is going to give us something to think about before it is accomplished. A study of the estimate of 1929 and the appropriations of 1928 with the expenditures of 1927 will reveal this. Our estimates for the general city departments call for a total increase in operating expenditures of \$167,975 in 1929. The estimates of 1928 called for an increase of \$366,417, of which but \$139,367 were controllable by the City Manager or his appointees. The increase of \$167,975 in the 1929 estimates can be directly attributed to the following items which are beyond the power of the City Manager to curtail or reduce:

3. A reduction of \$928,000 in the current expense note.
4. A reduction of the amount borrowed for general city capital projects in 1928. Our debt for general city purposes was increased but \$1,000,000 in the past year.

What our borrowing habits have been are shown in the following table:

	1919—No issue—rates too high.	1920—\$350,000.	1921—\$315,000.	1922—\$2,100,000.	1923—\$1,775,000.	1924—\$2,475,000.	1925—\$2,400,000.	1926—\$2,541,000.	1927—\$2,525,000.	1928—\$1,000,000.
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'Sitting on Lid'
In this type of expenditure, as well as in our current expenditures, we have been sitting on the lid. From 1919 to the first of this year, our annual borrowing for general city purposes has averaged \$1,850,000 per year, and this year we have kept the borrowing to \$1,000,000. This breathing spell, even if it lasts but one year, affords some measure of relief to the taxpayers.

All this story of economy and retrenchment has not been brought about by abandonment of service or by serious neglect to maintain and care for city property. We expect to live within our 1928 appropriation in spite of large additional and unforeseen expenditures for the Bureau of Charities, the World War Relief, the G. A. R. Relief and the hospital care of indigent sick. The various officers, department, and bureau heads have given their sincere co-operation in making this budget estimate as low as it is. They have accepted with good grace the cuts in their requests inflicted by the City Manager. With all hands thoroughly mindful of the need for reduction, the City Manager has pared the requests by the sum of \$133,145. In the instances of the departments of Public Works and Public Safety, the requests were discussed with the City Manager before submission, and the cuts were made before the sheets were turned in for final consideration. It is estimated that reductions of at least \$300,000 were agreed upon before the official budget estimates were submitted. This accounts for the fact that the allowances in the Department of Public Works are about the same as the requests. We have tried not to be niggardly, but to face the 1929 budget problem with a knowledge that we must continue to give service to the taxpayers in the face of the imperative necessity to hold costs to a minimum.

Your attention is directed to an appended list of supplementary items similar to a list submitted with the 1928 budget. These are objects of new expenditure which merit the attention of the members of the Council.

I recommend to the Council the appropriations to the general city departments, excluding schools, of the several amounts shown in the column headed "1929 Estimates" on Schedule "D" appended.

Respectfully submitted,
STEPHEN B. STORY,
City Manager.

Cuts Borrowing Expense

A significant phase of the budget submitted by Mr. Story is a reduction of \$928,000 this year in current expense borrowing. This practice must be abandoned under the City Manager Charter by 1933, and the substantial reduction accomplished by Mr. Story and his departmental heads is a long step toward accomplishing that result. The message shows that the increase in borrowing for capital projects by the city is \$1,000,000 this year, as compared with an average increase of approximately \$1,855,000 for the last eight years, which reflects a large saving in interest charges to the city. The actual operation of the city departments, exclusive of debt service, represents an increase of \$167,975.14, despite the demands of a growing city, and it demonstrates the concerted efforts of Mr. Story and his department heads in pruning municipal expenditures to the limit. The average increase in these expenditures in the last five years has been nearly \$500,000 annually.

Praises Nier's Economies

The work that has been accomplished by George J. Nier, commissioner of public safety, in operating his department at lower costs, yet with greater efficiency, is cited in Mr. Story's message. He points to the fact that the Police Bureau, where 53 per cent of the expenditure is for personal service is operating in 1929 on the 1927 budget figure, notwithstanding the fact that 30 additional patrolmen, representing an annual salary cost of \$60,000 have been added to the force. The growing city requires these patrolmen, Mr. Story points out, and Commissioner Nier is paying for them by economies he has effected in the handling of the seven per cent of the funds that come under his control for the maintenance of the Police Bureau. The balance of the appropriation being fixed, as it represents salaries, Mr. Story regards this as an outstanding achievement by Commissioner Nier.

In conjunction with the budget, Mr. Story appends a supplementary list of items to which the Council may make appropriations. These include a recommendation for a bronze tablet bearing the names of the World War dead, at a cost of \$3,500; the creation and maintenance of a Service Bureau in the City Hall to facilitate service to taxpayers, at an estimated cost of \$10,000, an item of \$15,000 for maintaining, repairing, and cleaning part of the subway, and an item of \$15,000 for dredging the Seneca River at the Port of Rochester.

Public Hearing Called

The budget was referred by Mayor Joseph C. Wilson to the finance committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler, and Councilmen Edward P. Flynn, for study and recommendations. A public hearing on it will be conducted next Monday evening in the Council chambers in connection with the regular Council session. Under the Charter, the Council has until Nov. 15 to pass on the budget. One-half of the 1929 taxes are payable on Jan. 1.

The budget as submitted by Mr. Story does not include that of the Board of Education, over which the city manager has no control, but for which the appropriations must also be made by the Council. The Board of Education's budget is not expected to be submitted before Thursday.

Nearly Million Saved in Cutting Current Expense Borrowing
STORY PRAISES NIER'S ECONOMY
Estimates Exclusive of Wants of Board of Education
By HIRAM MARKS
Various economies and retrenchments in municipal expenditures accomplished without curtailment of service to taxpayers, are outlined in detail by City Manager Stephen B. Story in a message submitted to the City Council last evening transmitting the 1929 budget estimates for consideration by the Council.

Summary of 1928 Expenditures and Appropriations and 1929 Estimates

Department, Bureau, Office or Item	1927 Expenditures	1928 Expenditures 9 Months	Estimated 1928 Expenditures 12 Months	1928 Appropriation	Department Request for 1929 Total	Increase over 1928 App'n	Allowed by Mgr. 1929
General Fund—Current Expenses and Fixed Charges							
COUNCIL AND CLERK:							
Current Expenses	\$ 75,205.80	\$ 42,534.58	\$ 82,766.64	\$ 82,766.64	\$ 85,450.00	\$ 2,683.36	\$ 82,766.64
Election Expenses	42,764.11	15,919.50	62,100.00	62,100.00	65,024.00	2,924.00	62,100.00
Mayor's Office, Current Expenses	None	20,381.46	27,200.00	27,200.00	27,200.00	—	27,200.00
City Manager's Office, Current Expenses	9,452.34	6,981.74	10,285.00	10,285.00	10,000.00	285.00	10,000.00
City Service Commission, Current Expenses	50,322.41	43,456.05	59,720.00	59,720.00	59,720.00	—	59,720.00
City Court—Civil Branch, Current Expenses	29,943.35	23,809.88	33,290.00	33,290.00	34,990.00	1,700.00	33,290.00
City Court—Criminal Branch, Current Expenses	41,560.40	36,302.57	55,919.50	55,919.50	57,583.00	1,663.50	55,919.50
G. A. R. Relief	3,700.00	3,265.49	4,000.00	4,000.00	4,000.00	—	4,000.00
Memorial Day	70,087.38	62,163.15	123,230.00	105,230.00	123,030.00	17,800.00	123,030.00
World War Relief, Current Expenses	1,831.74	1,254.80	1,945.00	1,945.00	1,857.00	88.00	1,945.00
Examining Board of Plumbers, Current Expenses	723.00	600.00	80.00	80.00	765.00	65.00	80.00
Board of Stationary Engineers, Current Expenses	40.00	20.00	80.00	80.00	80.00	—	80.00
Board of Midwifery, Current Expenses	294,557.93	221,582.34	315,000.00	315,000.00	368,165.43	53,165.43	315,000.00
Public Library	17,870.31	9,936.81	12,949.00	12,949.00	13,104.00	155.00	12,949.00
Division of History	51,725.17	47,521.03	56,720.00	56,720.00	58,580.00	1,860.00	56,720.00
Municipal Museum, Current Expenses	7,497.45	5,749.38	7,575.00	7,575.00	8,175.00	600.00	7,575.00
Board of School Census	—	—	—	—	—	—	—
DEPARTMENT OF FINANCE:							
Comptroller's Office and Bureau of Audit and Accounts	50,815.03	34,407.45	48,975.00	50,900.00	50,750.00	150.00	50,750.00
Current Expenses	6,022.63	4,304.74	10,000.00	10,000.00	10,000.00	—	10,000.00
Contingent Fund	457,874.00	258,595.11	409,120.00	424,420.00	410,120.00	13,300.00	410,120.00
Fixed Charges	82,395.51	59,199.46	82,380.00	82,380.00	88,000.00	5,620.00	84,000.00
Bureau of Treasury, Current Expenses	74,446.17	42,684.47	60,600.00	71,600.00	75,250.00	3,650.00	71,600.00
Bureau of Assessments	39,550.96	35,700.00	53,700.00	58,900.00	48,700.00	10,200.00	32,100.00
Current Expenses	11,516.05	10,868.88	16,240.00	16,240.00	16,240.00	—	16,240.00
Special Equalization Work	—	3,576.19	7,020.00	7,000.00	12,120.00	5,120.00	7,000.00
Bureau of Purchase and Supply	—	—	—	—	15,000.00	15,000.00	—
Stores Division, Current Expenses	—	—	—	—	—	—	—
Stores Fund	78,251.33	57,452.31	78,909.70	84,570.00	84,570.00	—	84,570.00
Current Expenses	5,237.35	2,111.77	2,700.00	2,700.00	2,700.00	—	2,700.00
Tax Foreclosure Fund	18,765.05	17,601.97	23,600.00	25,965.00	24,740.00	1,225.00	24,740.00
DEPARTMENT OF PUBLIC SAFETY:							
Commissioner's Office, Current Expenses	1,197,789.52	859,076.43	1,150,537.00	1,194,288.15	1,206,686.00	12,398.85	1,194,288.15
Bureau of Police, Current Expenses	1,213,928.92	898,650.63	1,197,232.59	1,217,776.70	1,219,452.55	1,675.85	1,217,776.70
Bureau of Fire, Current Expenses	118,193.81	80,543.69	115,214.00	121,256.00	121,256.00	—	121,256.00
Bureau of Fire—Police Telegraph, C. E.	233,053.27	327,103.75	324,030.00	335,486.75	335,486.75	—	335,486.75
Bureau of Health—General—Current Expenses	255,360.33	212,018.30	329,511.81	348,294.26	364,535.00	16,240.74	348,294.26
Bureau of Health—Municipal Hospital, C. E.	222,245.74	181,180.07	307,290.00	337,290.00	337,290.00	—	337,290.00
Bureau of Charities, Current Expenses	18,607.08	15,560.83	20,510.00	22,660.00	22,660.00	—	22,660.00
Bureau of Weights and Measures, C. E.	448,746.68	303,256.87	442,942.42	443,702.63	464,189.36	20,486.73	443,702.63
Division of Parks, Current Expenses	204,340.51	143,961.92	200,421.93	200,721.93	223,714.69	22,992.76	200,721.93
Division of Parks—Playgrounds and Recreation, Current Expenses	—	—	—	—	—	—	—
DEPARTMENT OF PUBLIC WORKS:							
Commissioner's Office, Current Expenses	39,672.57	37,590.71	50,120.00	44,150.00	46,300.00	2,150.00	44,150.00
Bureau of Maintenance and Operation, C. E.	2,151,178.34	1,671,561.51	2,220,504.00	2,271,033.00	2,288,250.00	17,217.00	2,288,250.00
Division Motor Equipment, C. E. (Net)	44,857.33	10,421.48	13,948.64	10,000.00	18,000.00	8,000.00	10,000.00
Division of Street Lighting, C. E.	596,836.71	476,458.82	639,281.76	639,281.76	719,250.00	79,968.24	719,250.00
Bureau of Buildings	45,273.74	34,638.10	46,184.13	49,370.00	43,100.00	6,270.00	43,100.00
Buildings and Structures, C. E.	225,759.93	154,305.24	210,740.31	210,740.31	271,225.00	60,484.69	271,225.00
Maintenance of City Buildings, C. E.	106,731.66	89,016.25	118,888.33	119,982.00	106,250.00	13,732.00	106,250.00
Bureau of Construction	26,720.44	17,016.15	23,888.30	29,640.00	27,130.00	2,510.00	27,130.00
General Office, Current Expenses	77,857.69	54,401.53	72,659.41	92,076.00	50,000.00	42,076.00	50,000.00
Division of Tests and Materials, C. E.	21,609.42	11,201.07	15,054.72	23,760.00	23,550.00	210.00	23,550.00
Division City Maps and Zoning, C. E.	—	—	—	—	—	—	—
Division City Plan and Zoning, C. E.	—	—	—	—	—	—	—
Total General Fund, Current Expenses and Fixed Charges	\$ 8,840,727.87	\$ 6,558,840.06	\$ 9,152,068.64	\$ 9,373,904.91	\$ 9,675,025.68	\$ 301,120.77	\$ 9,373,904.91
GENERAL FUND—DEBT SERVICE							
Payments—Principal and Interest on General Bonds and Notes	\$ 2,650,337.56	\$ 2,224,794.19	\$ 3,546,674.67	\$ 3,546,674.67	\$ 2,000,121.90	\$ 1,546,552.77	\$ 2,000,121.90
Total Current Expenses, Fixed Charges and Debt Service—General Fund	\$11,491,065.43	\$ 8,783,634.25	\$12,698,743.31	\$12,920,579.58	\$11,675,147.58	\$ 1,245,432.00	\$11,542,001.95
WATER FUND							
D. P. W.—Division of Water, C. E., and Fixed Chgs.	\$ 632,911.30	\$ 464,633.16	\$ 619,537.55	\$ 736,507.91	\$ 711,560.00	\$ 24,947.91	\$ 711,560.00
Comptroller—Principal and Interest on Water Bonds and Notes	\$ 735,378.04	\$ 530,941.19	\$ 763,492.09	\$ 763,492.09	\$ 781,327.09	\$ 17,835.00	\$ 781,327.09
Total C. E., Fxd. Chgs. and Debt—Water Fund	\$ 1,368,289.34	\$ 995,574.35	\$ 1,383,029.64	\$ 1,500,000.00	\$ 1,492,887.09	\$ 8,112.91	\$ 1,492,887.09
MARKET FUND							
Dept. Public Safety—Bureau of Markets, C. E.	\$ 16,494.07	\$ 9,044.10	\$ 20,500.00	\$ 40,000.00	\$ 20,500.00	\$ 19,500.00	\$ 20,500.00
Total C. E., Fxd. Chgs. and Debt—Market Fund	\$ 16,494.07	\$ 9,044.10	\$ 20,500.00	\$ 40,000.00	\$ 20,500.00	\$ 19,500.00	\$ 20,500.00
MT. HOPE CEMETERY FUND							
Dept. Public Wks.—Mt. Hope Cemetery, C. E.	\$ 125,914.61	\$ 73,724.28	\$ 98,299.04	\$ 135,000.00	\$ 140,100.00	\$ 5,100.00	\$ 135,000.00
Total C. E., Fxd. Chgs. and Debt—Mt. Hope Cemetery Fund	\$ 125,914.61	\$ 73,724.28	\$ 98,299.04	\$ 135,000.00	\$ 140,100.00	\$ 5,100.00	\$ 135,000.00
SCHOOL FUND							
D. P. E.—Board of Education, Current Expenses	—	—	—	—	—	—	—
D. P. E.—Board of Education, Fixed Charges	—	—	—	—	—	—	—
D. P. E.—Board of Education, Capital Outlay	—	—	—	—	—	—	—
Comptroller—Prin. and Int. School Bonds and Notes	—	—	—	—	—	—	—
Total C. E., Fxd. Chgs. and Debt—School Fund	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	\$ 0.00	\$ 4,500.00

Savings for Taxpayers
City Manager Story's budget message, submitted to the City Council Monday evening, containing estimates of expenditures for 1929, is the most satisfactory document from the standpoint of the taxpayers that has seen the light of day in many years. It justifies the change made in the form of city government; it vindicates the judgment of all who supported that change in the belief that it would mean a more efficient and economical administration of city affairs.

The document must be studied with the thought in mind that Rochester is growing all the time, and that demands on the city treasury are constantly increasing. In the past year, as Mr. Story points out, "the city has expanded in population and has extended her paved streets which must be lighted, cleaned and policed. More houses have been built from which we have to collect garbage, rubbish and ashes."

In spite of the legitimate increase in demands on the treasury, Mr. Story goes on to say, "we propose to hold our expenditures for general city purposes practically at a standstill." One of the most notable achievements in the direction of economy has been in the Police and Fire departments, under Commissioner of Public Safety Nier. In the former the estimate provides for 30 more policemen than in 1927, with a salary requirement of nearly \$60,000.

due in two equal installments, on January 1 and July 1. This arrangement means a substantial saving in interest requirements, because when the taxes were paid in May the expenses of the fiscal year had already run for four months, and the city was compelled to borrow money to tide over the interim. Next year the date upon which the first half of the taxes will fall due will be January 1, and it will coincide with the beginning of the fiscal year.

The table of appropriations for 1928 and estimates for 1929 shows an increase of \$167,975.14 for current expenses; a decrease of \$1,546,552.77 for debt service. There are also decreases in the Water Fund and the Market Fund. The total decrease in the estimates for 1929 as compared with the appropriations for 1928 is \$1,404,890.54. The total estimate of expenses for 1929 is \$13,190,689.04. This, of course, does not include estimates for the Board of Education for school purposes, appropriations for which have to be made by the City Council on the board's recommendations.

One of the charter requirements is that the practice of borrowing funds for current expenses must be discontinued by 1933. This means a cut of about half a million dollars a year for each of the four remaining years. Mr. Story observes that "it is going to be increasingly difficult to continue the program of current expense debt reduction."

Budget estimates for the Rochester government in submitted by City Manager Story to the City Council, which show a reduction of \$1,404,890.54 compared to last year, is the most encouraging symbol that has come from new city government since it took the reins of the municipality.

Actual expenditures for the various city departments exclusive of schools, was \$14,595,575.58 in 1928. Estimate made by Mr. Story that but \$13,190,689.04 will be required for that purpose in the coming year.

Economics and retrenchments are said to make possible this saving.

It must be remembered that this is an estimate for the demands that will finally be made by the different departments, or for the actual requirements to continue their work through the year that is ahead.

But Mr. Story has frequently consulted heads of departments on their needs, and has declared all departments MUST live within their budgets hereafter.

These figures do not include the Board of Education budget, over which the city government does not have jurisdiction. But it is hoped that it will reflect a desire for economy.

If the city government is able to transform into an actuality the saving that appears on paper, it will be an action that will be welcomed by the taxpayers.

Moreover, such savings, if they are to be continued, would in themselves be an important factor in financing the various public improvements which the city needs.

But remember: The people will want to see this saving reflected in their tax bills.

mate Encourag ant To See It Reflected their Bills.

TO RESTORE CULVER ROAD

Repair from Ridge Road To
Hoffman Road Demanded
by Irondequoit Men

QUERY ANSWERS DEMAND

Town Roads Not So Good,
Retorts Commissioner
Baker in Reply

Demand of the Irondequoit Board, made Monday evening, that the city repair Culver Road from Ridge Road to Hoffman Road, before severe winter weather sets in, was met yesterday by Commissioner of Public Works Harold W. Baker with a few queries about Irondequoit town roads.

"It may be the city should ask about some of the Irondequoit roads," said Commissioner Baker. "What has Irondequoit done to improve Pine Grove Avenue, for instance? The city uses that road to reach its sewage disposal plant and it has been in bad condition all summer."

Cities Town Roads

"Take Summerville Boulevard—what has Irondequoit done to improve that? It has been in deplorable condition for a number of years. It is one of the main highways used by the city to reach the lake front and the disposal plant. Perhaps the people of Rochester have a right to demand its repair."

"You see, there are always two sides to a story."

"But to get back to the question asked by the Irondequoit town Board and our side of it. The city owns only the strip of road on which Culver Road is laid and the property on each side of it is not subject to taxation for the maintenance of the road. Consequently, any improvements on Culver Road where it passes through the town of Irondequoit must be paid for by the city at large."

"So far there has not been much disposition on the part of the City Council to repair Culver Road. It has been in passable shape all summer and we have not forgotten it. But there are so many things the city has to do at present, things that are much more needed, that it is probable the City Council will not feel disposed to take up the Culver Road question at the present time."

The resolution of the Irondequoit Board, introduced by Justice of the Peace Lawrence J. Wagner, pointed out that Culver Road below Ridge Road is badly cut and has many deep holes and that shoulders have washed away until there are drops of a foot or more from the pavement to the shoulders in many places.

"The City certainly should see that Culver Road is repaired this fall," Justice Wagner insisted. "If it is not repaired, water will seep into the holes and cracks and frost will heave the pavement up in the spring."

"The State Department of Highways has charge of Culver Road from Hoffman Road to the Seabreeze outlet and it always is in good condition. The people of Irondequoit believe the City of Rochester should give equally good care to the part of the road which is under its control."

Answered—Three reasons may be given in pressing the suit to reconsider the valuation of the street rail ways which serves as a basis for the Service-At-Cost contract.

That the Service-At-Cost contract in Rochester gives a more moderate return to the railway company than that which exists under similar contracts in a number of other cities.

Analyzing City Budget

Analysis of the 1929 budget estimates submitted by City Manager Stephen B. Story reveals a determined effort to reduce current debt and check increase in expenditures and borrowing for general city purposes.

In 1927, last year of the former type of city administration, borrowing for current expenses reached a peak of \$2,918,000. This amount was repaid in 1928 and \$2,410,000 borrowed, a reduction of \$508,000 in the burden of current expense notes. Mr. Story states that the 1929 budget is based on a further reduction in this current debt of \$610,000. Thus progress is being made toward elimination of this floating debt by 1933, as the charter requires.

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Getting out of debt costs money. The reduction this year of \$508,000 in the load of current debt, as contrasted with the \$1,162,000 increase in 1927 was an important factor in raising tax bills.

Tax bills will be lower in 1929.

As the city manager says, many desirable projects could be named which would increase expenses. The 1929 budget offers an example of holding them down.

Subway Shelters

mentioned ordinance.

Summary of 1928 Expenditures and Appropriations and 1929 Estimates

Department, Bureau, Office or Item	1927 Expenditures	1928 Expenditures 9 Months	Estimated 1928 Expenditures 12 Months	1928 Appropriation	Department Request for 1929	Estimated 1929	Allowed by Mgr.
General Fund—Current Expenses and Fixed Charges							
COUNCIL AND CLERK:							
Current Expenses	\$ 75,205.50	\$ 42,534.58	\$ 82,766.64	\$ 82,766.64	\$ 86,450.00	\$ 2,683.36	\$ 82,766.64
Election Expenses	42,764.11	16,919.50	62,100.00	62,100.00	65,024.00	2,924.00	62,100.00
Mayor's Office, Current Expenses	14,514.04	5,423.75	7,145.69	7,145.69	7,050.00	375.00	7,050.00
City Manager's Office, Current Expenses	None	29,351.45	27,200.00	27,200.00	27,200.00	0.00	27,200.00
Civil Service Commission, Current Expenses	9,452.34	6,981.74	10,285.00	13,690.00	14,060.00	370.00	13,010.00
City Court—Civil Branch, Current Expenses	50,322.41	43,459.65	59,720.00	59,720.00	66,170.00	6,450.00	61,970.00
City Court—Criminal Branch, Current Expenses	29,943.35	25,809.88	33,290.00	33,290.00	31,950.00	1,340.00	31,950.00
G. A. R. Relief							
Current Expenses	41,566.40	36,302.57	55,919.50	55,920.00	57,563.00	2,063.00	57,563.00
Memorial Day	3,700.00	3,255.49	4,000.00	4,000.00	4,000.00	0.00	4,000.00
World War Relief, Current Expenses	70,687.28	62,163.15	123,230.00	108,230.00	123,030.00	17,800.00	123,030.00
Examining Board of Plumbers, Current Expenses	1,834.74	1,254.80	1,945.00	1,945.00	1,937.00	8.00	1,937.00
Board of Stationary Engineers, Current Expenses	723.00	540.00	765.00	765.00	765.00	0.00	765.00
Board of Midwifery, Current Expenses	40.00	20.00	80.00	80.00	80.00	0.00	80.00
Public Library							
Current Expenses	294,557.93	221,592.34	315,000.00	315,000.00	368,165.63	53,165.63	315,000.00
Structures and Improvements	17,850.31	6,936.81	12,949.60	12,949.60	13,354.60	405.00	13,104.00
Division of History	51,725.17	42,121.26	56,720.53	56,720.53	64,360.00	7,639.47	64,360.00
Municipal Museum, Current Expenses	7,497.45	5,749.38	7,575.00	7,575.00	8,175.00	600.00	7,675.00
DEPARTMENT OF TAXES:							
Comptroller's Office and Bureau of Audit and Accounts							
Current Expenses	50,915.03	34,497.45	48,975.00	50,900.00	50,750.00	150.00	50,750.00
Contingent Fund	6,022.63	4,904.74	10,000.00	10,000.00	10,000.00	0.00	10,000.00
Fixed Charges	457,874.60	258,595.11	409,120.00	424,020.00	410,120.00	13,900.00	410,120.00
Bureau of Treasury, Current Expenses	82,365.51	50,199.46	82,380.00	82,380.00	88,000.00	5,620.00	84,000.00
Bureau of Assessments							
Current Expenses	74,446.17	42,694.47	60,600.00	71,600.00	75,380.00	3,780.00	71,250.00
Special Equalization Work	43,564.47	39,550.96	53,700.00	58,300.00	48,700.00	9,600.00	32,100.00
Bureau of Purchase and Supply							
Current Expenses	11,516.05	10,868.88	16,249.00	16,330.00	20,095.00	3,765.00	19,235.00
Stores Division, Current Expenses	None	3,576.19	7,020.00	7,900.00	4,230.00	7,900.00	7,900.00
Stores Fund							
Current Expenses	78,251.33	57,452.31	78,999.70	84,570.00	84,570.00	0.00	84,570.00
Tax Foreclosure Fund	5,267.35	2,111.77	2,700.00	2,700.00	2,700.00	0.00	2,700.00
DEPARTMENT OF PUBLIC SAFETY:							
Commissioner's Office, Current Expenses	18,765.05	17,001.97	23,600.00	25,965.00	24,740.00	1,225.00	24,740.00
Bureau of Police, Current Expenses	1,183,789.52	839,076.43	1,150,537.00	1,194,288.15	1,206,086.00	12,797.85	1,193,788.15
Bureau of Fire, Current Expenses	1,213,928.82	808,650.43	1,197,232.59	1,217,776.70	1,219,452.55	1,675.85	1,217,776.70
Bureau of Fire—Police Telegraph, C. E.	118,192.81	80,543.69	115,214.64	120,415.00	124,256.00	3,841.00	123,415.00
Bureau of Health—General—Current Expenses	317,960.52	235,053.27	327,193.75	324,030.00	335,489.75	11,459.75	310,020.00
Bureau of Health—General—Fixed Charges	212,018.30	140,811.81	229,511.81	245,294.25	264,935.00	16,640.75	244,000.00
Bureau of Health—Municipal Hospital, C. E.	222,243.74	184,180.07	307,200.00	*307,200.00	324,893.00	17,693.00	318,793.00
Bureau of Charities, Current Expenses	18,697.08	15,806.83	20,619.00	22,609.00	25,075.00	2,466.00	19,916.00
Bureau of Weights and Measures, C. E.	448,746.68	303,256.87	442,942.42	443,702.63	464,159.46	20,456.83	443,702.63
Division of Parks, Current Expenses							
Division of Parks—Playgrounds and Recreation, Current Expenses	204,340.51	143,981.92	200,421.93	200,721.93	223,714.69	22,992.76	200,721.93
DEPARTMENT OF PUBLIC WORKS:							
Commissioner's Office, Current Expenses	39,673.57	37,590.71	50,120.94	44,150.00	46,390.00	2,240.00	45,890.00
Bureau of Maintenance and Operation, C. E.	2,151,176.31	1,671,361.31	2,220,504.00	2,271,033.00	2,288,250.00	17,217.00	2,288,250.00
Division Motor Equipment, C. E. (Net)	4,807.33	40,482.48	13,948.64	10,000.00	18,000.00	8,000.00	18,000.00
Division of Street Lighting, C. E.	566,836.71	476,458.82	635,281.76	648,500.00	719,250.00	70,750.00	719,250.00
Bureau of Buildings							
Buildings and Structures, C. E.	45,273.74	34,638.10	46,184.13	49,370.00	43,100.00	6,270.00	48,200.00
Maintenance of City Buildings, C. E.	225,756.93	154,305.24	210,740.31	210,580.00	271,225.00	60,645.00	260,225.00
Bureau of Docks and Construction							
General Office, Current Expenses	106,751.66	89,016.25	118,088.33	119,982.00	106,250.00	13,732.00	106,250.00
Division of Tests and Materials, C. E.	26,720.44	17,916.15	23,885.20	29,640.00	27,130.00	2,510.00	27,130.00
Division City Maps and Survey, C. E.	77,957.69	54,404.55	72,420.41	92,070.00	50,000.00	42,070.00	50,000.00
Division City Plan and Zoning, C. E.	21,669.42	11,291.07	15,054.72	23,760.00	23,550.00	210.00	23,550.00
TOTAL GENERAL FUND, Current Expenses and Fixed Charges	\$ 8,840,727.87	\$ 6,538,840.06	\$ 9,102,068.04	\$ 9,373,904.91	\$ 9,675,025.68	\$ 301,120.77	\$ 9,541,880.05
GENERAL FUND—DEBT SERVICE							
Payments—Principal and Interest on General Bonds and Notes	\$ 2,650,357.56	\$ 2,224,794.10	\$ 3,546,674.67	\$ 3,546,674.67	\$ 2,000,121.00	\$ 1,546,552.77	\$ 2,000,121.00
TOTAL CURRENT EXPENSES, Fixed Charges and Debt Service—General Fund	\$11,491,085.43	\$ 8,763,634.16	\$12,648,742.71	\$12,920,579.58	\$11,675,147.68	\$ 1,245,432.00	\$11,542,001.95
WATER FUND							
D. P. W.—Division of Water, C. E., and Fixed Chgs.	\$ 632,611.30	\$ 464,653.16	\$ 619,337.55	\$ 736,507.91	\$ 711,860.00	\$ 24,647.91	\$ 711,860.00
Comptroller—Principal and Interest on Water Bonds and Notes	\$ 735,378.04	\$ 530,941.19	\$ 763,492.09	\$ 763,492.09	\$ 781,327.09	\$ 17,835.00	\$ 781,327.09
TOTAL C. E., Fxd. Chgs. and Debt—Water Fund	\$ 1,367,989.34	\$ 995,594.35	\$ 1,382,829.64	\$ 1,500,000.00	\$ 1,493,187.09	\$ 6,812.91	\$ 1,493,187.09
MARKET FUND							
Dept. Public Safety—Bureau of Markets, C. E.	\$ 16,494.07	\$ 9,044.16	\$ 20,500.00	\$ 40,000.00	\$ 20,500.00	\$ 19,500.00	\$ 20,500.00
MT. HOPE CEMETERY FUND							
Dept. Public Wks.—Mt. Hope Cemetery, C. E.	\$ 125,914.61	\$ 73,724.28	\$ 98,299.04	\$ 135,000.00	\$ 140,100.00	\$ 5,100.00	\$ 135,000.00
SCHOOL FUND							
D. P. L.—Board of Education, Current Expenses							
D. P. L.—Board of Education, Fixed Charges							
D. P. L.—Board of Education, Capital Outlay							
TOTAL C. E., Fxd. Chgs. and Cap. Outlay							
Comptroller—Prin. and Int. School Bonds and Notes							
TOTAL C. E., F. C. C. O. and Debt—School Fund							
*\$4,000 of this amount transferred to departments.							
**Includes additional \$65,000 to be appropriated.							

City Manager Story's budget message, submitted to the City Council Monday evening, containing estimates of expenditures for 1929, is the most satisfactory document from the standpoint of the taxpayers that has been the light of day in many years. It justifies the change made in the form of city government; it vindicates the judgment of all who supported that change in the belief that it would mean a more efficient and economical administration of city affairs.

The document must be studied with the thought in mind that Rochester is growing all the time, and that demands on the city treasury are constantly increasing. In the past year, as Mr. Story points out, "the city has expanded in population and has extended her paved streets which must be lighted, cleaned and policed. More houses have been built from which we have to collect garbage, rubbish and ashes."

In spite of the legitimate increase in demands on the treasury, Mr. Story goes on to say, "we propose to hold our expenditures for general city purposes practically at a standstill." One of the most notable achievements in the direction of economy has been in the Police and Fire departments, under Commissioner of Public Safety Nier. In the former the estimate provides for 30 more policemen than in 1927, with a salary requirement of nearly \$60,000.

due in two equal installments, on January 1 and July 1. This arrangement means a substantial saving in interest requirements, because when the taxes were paid in May the expenses of the fiscal year had already run for four months, and the city was compelled to borrow money to tide over the interim. Next year the date upon which the first half of the taxes will fall due will be January 1, and it will coincide with the beginning of the fiscal year.

The table of appropriations for 1928 and estimates for 1929 shows an increase of \$167,975.14 for current expenses; a decrease of \$1,546,552.77 for debt service. There are also decreases in the Water Fund and the Market Fund. The total decrease in the estimates for 1929 as compared with the appropriations for 1928 is \$13,404,890.54. The total estimate of expenses for 1929 is \$13,404,890.54. This, of course, does not include estimates for the Board of Education for school purposes, appropriations for which have to be made by the City Council on the board's recommendations.

One of the charter requirements is that the practice of borrowing funds for current expenses must be discontinued by 1933. This means a cut of about half a million dollars a year for each of the four remaining years. Mr. Story observes that "it is going to be increasingly difficult to continue the program of current expense debt reduction."

Encouraging To See It Reflected in their Bills.

Budget estimates for the Rochester government submitted by City Manager Story to the City Council, which show a reduction of \$1,404,890.54 compared to last year, is the most encouraging symbol that has come from new city government since it took the reins of the municipality.

Actual expenditures for the various city department exclusive of schools, was \$14,595,575.58 in 1928. Estimate made by Mr. Story that but \$13,190,689.04 will be required for that purpose in the coming year.

Economics and retrenchments are said to make possible this saving.

It must be remembered that this is an estimate for the demands that will finally be made by the different departments, or for the actual requirements to continue their work through the year that is ahead.

But Mr. Story has frequently consulted heads of departments on their needs, and has declared all departments MUST live within their budgets hereafter.

These figures do not include the Board of Education budget, over which the city government does not have jurisdiction. But it is hoped that it will reflect a desire for economy.

If the city government is able to transform into an actuality the saving that appears on paper, it will be an action that will be welcomed by the taxpayers.

Moreover, such savings, if they are to be continued, would in themselves be an important factor in financing the various public improvements which the city needs.

But remember: The people will want to see this saving reflected in their tax bills.

CITY ASKED TO RESTORE CULVER ROAD

Repair from Ridge Road To Hoffman Road Demanded by Irondequoit Men

QUERY ANSWERS DEMAND

Town Roads Not So Good, Retorts Commissioner Baker in Reply

Demand of the Irondequoit Board, made Monday evening, that the city repair Culver Road from Ridge Road to Hoffman Road, before severe winter weather sets in, was met yesterday by Commissioner of Public Works Harold W. Baker with a few queries about Irondequoit town roads.

"It may be the city should ask about some of the Irondequoit roads," said Commissioner Baker. "What has Irondequoit done to improve Pine Grove Avenue, for instance? The city uses that road to reach its sewage disposal plant and it has been in bad condition all summer."

Cites Summerville Boulevard—what has Irondequoit done to improve that? It has been in deplorable condition for a number of years. It is one of the main highways used by the city to reach the lake front and the disposal plant. Perhaps the people of Rochester have a right to demand its repair.

"You see, there are always two sides to a story. "But to get back to the question asked by the Irondequoit," the city Board and our side of the road on which Culver Road is laid and the property on each side of it is not subject to taxation for the maintenance of the road. Consequently, any improvements on Culver Road where it passes through the Town of Irondequoit must be paid for by the city at large.

"So far there has not been much disposition on the part of the City Council to repair Culver Road. It has been in passable shape all summer and we have not forgotten it. But there are so many things the city has to do at present, things that are much more needed, that it is probable the City Council will not feel disposed to take up the Culver Road question at the present time."

The resolution of the Irondequoit Board, introduced by Justice of the Peace Lawrence J. Wagner, pointed out that Culver Road below Ridge Road is badly cut and has many deep holes and that shoulders have wasted away until there are drops of a foot or more from the pavement to the shoulder in many places.

"The city certainly should see that Culver Road is repaired this fall," Justice Wagner insisted. "It is not repaired, water will seep into the holes and cracks and frogs will heave the pavement up in the Spring."

"The State Department of Highways has charge of Culver Road from Hoffman Road to the Sea Breeze outlet and it always is in good condition. The people of Irondequoit believe the City of Rochester should give equally good care to the part of the road which is under its control."

Railway Property Valuation Question No. 82—Will you please inform the public why your Corporation Council's office refuses to proceed with the lawsuit to establish a reasonable base value for the street railway property so that the company may be prevented from robbing the public with its nine cent fare, based on excessive valuation?—Edward Johnson, 514 Columbia Avenue.

Answer—Three reasons may be given in pressing the suit to prevent the valuation of the street railway which serves as a basis for the Service-Master Contract.

Analyzing City Budget

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Tax bills will be lower in 1929. As the city manager says, many desirable projects could be named which would increase expenses. The 1929 budget offers an example of holding them down.

Subway Shelters

Construction of shelters at the subway stops is now well under way.

General Fund—Current Expenses and Fixed Charges

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But remember: *The people will want to see this saving reflected in their tax bills.*

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In conclusion, it should be stated that the Service-A-Cost exhibited by Rochester gives a more modern, reliable, in effect, impetus to the City of Rochester (or Board N. V. 2634). We have between the

time and should any danger exist at any future time, you may rest assured that the Rochester Health Bureau will be the first to inform the

issued by the Mayor which may be revoked at any time. In addition to the license, each agency furnishes a bond in the amount of \$2,000 for faithful observance of the above mentioned ordinance.

* Hospitals, are supervisors to the city in regard to maintaining the water of Lake Ontario in a safe and sanitary condition. There is no danger to bathers from pollution at the present time and should any danger exist at any future time, you may rest assured that the Rochester Health Bureau will be the first to inform the

Historic Scrapbooks Collection

62 NINE MILLION IS ASKED FOR CITY SCHOOLS IN 1929

Current Expense Fund Request Shows Smaller Increase Than 1927 and 1928 Requests GREATER AID FROM STATE EXPECTED BY ANOTHER YEAR

(A summary of Board of Education 1928 expenditures and 1929 estimates is printed on page 24.)

The 1929 budget of the Rochester Board of Education, which was submitted to Mayor Joseph C. Wilson, at noon yesterday, for transmission to the City Council, calls for \$8,300,000 exclusive of debt service.

The debt service amounts to \$1,344,301.06, making the total budget \$9,644,301.06.

Proportionate Expense Decrease
A statement by Mrs. Henry G. Danforth, president of the Board, which accompanied the budget, calls attention to the fact that the request for funds to meet current expense and fixed charge items shows a decrease in proportion to the increases in 1927 and 1928.

Mrs. Danforth also says that there is an expectation that a year from now Rochester will benefit materially from legislation passed a year ago, providing for increased aid to the cities and smaller communities of the state.

In 1927, there was an increase in current expense and fixed charge items of \$672,000 over 1926; and in 1928 it was \$400,000 more than the items called for in 1927. For 1929, the increase will be \$382,000.

Mrs. Danforth's Statement
"The current expense budget which the Board of Education is presenting to the City Council today will, if approved by the Council, call for \$556,000 less from the taxpayers than during this past year," Mrs. Danforth said. "It should be pointed out, however, that this reduction comes very largely from a decrease in the item for the repayment of \$500,000 for the repayment next year of current operating expenses. A year ago the school budget contained \$1,390,000 for this same purpose."

"The current request for funds to meet the items of current expenses and fixed charges in 1929 shows a decrease of \$382,000, which is a very small increase in percentage in several years reflects the earnest endeavor of the Board of Education to reduce its unit costs, wherever this can be done without the sacrifice of service."

"So far as is known, the anticipated revenue from the United States, state of New York, and miscellaneous sources will be no larger than this year. A year from now, however, Rochester should benefit quite materially from the legislation which was passed a year ago, and which provides for increased aid to the cities and smaller communities over a three-year period."

PUBLIC WORKS COMMISSIONER DROPS 6 MEN

Dismissals Made To Curtail Costs, Have No Political Import, Baker Says

Dismissal of six employees of the Department of Public Works, including Morris van Graafeiland, who at one time was Republican leader of the Seventeenth Ward, was announced yesterday. The dismissals were effective from Nov. 1.

The retirement of the men, all of whom held minor positions as inspectors and similar classifications, is in the interest of economy, says Harold W. Baker, commissioner of public works. It is necessary, Commissioner says, to make curtailment in personnel to keep within the budget, and those men whose services could be eliminated without impairment to service to taxpayers, were retired.

No political significance attaches to the dismissals, the Commissioner met the items of current expenses and fixed charges in 1929 shows a decrease of \$382,000, which is a very small increase in percentage in several years reflects the earnest endeavor of the Board of Education to reduce its unit costs, wherever this can be done without the sacrifice of service."

OBSTACLE TO BROAD ST. PLAN

An unexpected financial obstacle to the Broad Street extension proposal popped up today in the form of a report prepared by City Manager Story for presentation to the City Council tonight in the form of a survey for the extension project is placed at \$15,000.

This cost is apportioned between real estate appraisal, \$10,000, and preparation of maps, \$5,000. Added to the estimated heavy cost of the actual extension, it is feared that the total expenditure may be heavier than the project warrants.

SNOW CLEANING
Another important report to be made by Mr. Story is that snow cleaning contracts in the city should be awarded through competitive bidding and not apportionment to favored contractors. This work cost \$122,000 last year, after the Council had apportioned \$135,000.

It is expected that the Council will refer the snow cleaning recommendation to the public works committee and eventually authorize Mr. Story to get bids on the work.

Charges of complicity of political leaders with snow cleaning contractors have been frequent the past year.

Mr. Story said his report on the Broad Street extension question would not attempt to suggest whether the project should be started. He said:

UP TO COUNCIL
"That must be up to the Council. Councilman Goodwin originally asked for an ordinance for the project. We had no information on which to base an ordinance. The survey will indicate the probable cost and determine whether an ordinance should be considered."

This report also will go to the Public Works Committee. The Council will hold public hearings on the proposed city budget for 1929, and an application of the New York State Railways for extending its trackless trolley franchise through Hollister Street, from Clifford Avenue to the Portland Avenue car barns.

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REMOVAL OF SNOW TO BE COMPETITIVE

Criticism of Old Methods Brings Introduction of Council Measures
BROAD STREET STUDY
Goodwin Asks for \$15,000 To Inquire Regarding Favored Extension

The city snow cleaning contracts, representing an expenditure of approximately \$135,000, will be awarded by competitive bidding this year. This was brought out last evening in the City Council by City Manager Stephen B. Story in response to an inquiry by Councilman Harry C. Goodwin.

The city is divided into twelve districts and each of the four district councilmen, William F. Durst, Nelson A. Milne, Louis S. Foulkes and Chester A. Peake introduced ordinances that provided for the award of the snow cleaning contracts by competitive bidding. They were referred by Vice-Mayor Isaac Adler, who presided in the absence of Mayor Joseph C. Wilson, to the Local Improvements Committee.

Answers Criticism
Mr. Story explained that the practice for some years has been to award the snow cleaning contracts on a noncompetitive basis and there has been much criticism of this method. The award was used as a unit and several small contractors have had work in some of the wards. Charges of favoritism have been raised and the practice on a whole is said to have been unsatisfactory. Mr. Story said that the policy of the administration was to have all its contractual relations, so far as feasible and possible, on a competitive basis and to increase the drawing of specifications for the snow cleaning is expected to be advantageous.

\$15,000 for Study
Upon the request of Councilman Goodwin the preparation of an ordinance providing funds for the study into the cost of the Broad Street extension was requested. Corporation Counsel Clarence M. Platt in time for introduction next Monday evening. There was discussion between Mr. Story and Councilman Goodwin about paying that cost of the work, estimated at \$15,000. Mr. Goodwin said that it was imperative, in his judgment, that he do. Mr. Platt said that if investigation could be financed by the expense of the city at large.

Mr. Story objected to its inclusion in the budget since it made an increase for the specific benefit of territory. It is estimated that will cost \$10,000 to make an appraisal of the real estate to be acquired and the other \$5,000 for engineering survey.

A group of residents of Eighth Ward, including Joseph Block and John C. Hoffman, objected to the running of the trolley cars through Hollister Street and a remonstrance was presented. They contend congestion in the streets.

The petition was presented to Karl Mengelink of the law firm of Harris, Beach & Matson. A trolley company desires to use Portland Avenue barns for trolleys, instead of the St. Paul Street barns, because of the congestion at St. Paul Street. Driving Park Avenue. The Public Utilities Committee, of which Councilman Goodwin is chairman, has the matter under advisement. Following a request from Story a resolution by Councilman Edward P. Flynn, appropriating \$18,000 from sources other than taxation, was unanimously passed.

NEW ASKS FOR 24 MORE POLICEMEN

Provision Included in Bill Regarding Bureau, Received by Councilmen
NEED OF MEN EXPLAINED
Only 200 Now Available for Daily Beats; Additions Won't Increase Budget

"The Rochester police are even with crime. We want to keep ahead of it." "This is the explanation given last evening to the City Council by George J. Nier, public safety commissioner, when Councilman Harry C. Goodwin requested information about a regrading ordinance adding 24 patrolmen to the Police Bureau. City Manager Stephen B. Story asked Commissioner Nier to explain the ordinance and it was brought out that the Rochester force in point of personnel is much smaller than other cities comparable to Rochester.

Would Not Increase Budget
Commissioner Nier pointed out that the additional men are to be placed on the bureau as a result of savings in the handling of the bureau's appropriation, there being no increase in the budget. This saving approximates \$60,000 and comes from the 7 per cent. of the bureau's appropriation that is not charged salary charge, and cannot be changed.

A detailed explanation of the great diversity of demands on the police for service was made by Commissioner Nier. He said that the service rendered has virtually reached the limit because the man power has been stretched to such extent. Every possible economy and efficient method, he said, has been employed to spread the police service over the community, and he asserted that the additional men are imperative to safeguard the city.

Commissioner Nier described the plan under which by signal any patrolman or clerk in the Central Plant in time for introduction next Monday evening. There was discussion between Mr. Story and Councilman Goodwin about paying that cost of the work, estimated at \$15,000. Mr. Goodwin said that it was imperative, in his judgment, that he do. Mr. Platt said that if investigation could be financed by the expense of the city at large.

Mr. Story objected to its inclusion in the budget since it made an increase for the specific benefit of territory. It is estimated that will cost \$10,000 to make an appraisal of the real estate to be acquired and the other \$5,000 for engineering survey.

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Summary of 1928 Expenditures and Appropriations and 1929 Estimates Board of Education (School Fund)

	Character and Object of Expenditure	1927 Expenditure	1928 Expenditure	1929 Estimate	1928 Appropriation	1929 Request	1929 Increase
	CURRENT EXPENSES	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	ADMINISTRATION	188,391.43	183,822.63	210,000.00	210,000.00	220,000.00	10,000.00
	BUSINESS ADMINISTRATION	90,569.93	84,105.24	114,000.00	114,000.00	120,000.00	6,000.00
	1. Board of Education and Secretary	14,869.38	8,474.32	11,000.00	11,000.00	15,000.00	4,000.00
	2. Bureau of Finance	18,618.66	22,000.00	27,000.00	27,000.00	27,000.00	0.00
	3. Bureau of Buildings	37,170.23	28,563.24	39,000.00	40,000.00	40,000.00	0.00
	4. Bureau of Supplies	10,759.27	10,753.98	14,000.00	15,000.00	15,000.00	0.00
	5. Local Services	9,012.26	7,204.03	10,000.00	10,000.00	10,000.00	0.00
	6. Office Building	7,255.34	7,255.34	9,000.00	9,000.00	10,000.00	1,000.00
	7. Print Shop	90.12	2,280.07	2,280.00	2,280.00	3,000.00	720.00
	8. Public Information	59,821.50	69,787.39	96,000.00	96,000.00	100,000.00	4,000.00
	EDUCATIONAL ADMINISTRATION	16,737.71	31,903.51	37,000.00	37,000.00	37,000.00	0.00
	1. Superintendent	7,026.37	5,471.17	7,000.00	8,000.00	8,000.00	0.00
	2. Assistant Superintendent	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	3. Examination and Certification of Teachers	9,250.19	9,250.19	9,000.00	9,000.00	9,000.00	0.00
	4. Records and Research	35,531.79	20,169.96	40,000.00	40,000.00	42,000.00	2,000.00
	5. Attendance Bureau	240.00	240.00	400.00	400.00	400.00	0.00
	6. Medical Inspection	4,302.00	4,302.00	4,300.00	4,300.00	4,300.00	0.00
	7. Lunch Room Management	4,886,740.32	7,654,335.11	5,328,000.00	5,328,000.00	5,600,000.00	272,000.00
	INSTRUCTION	199,279.48	1,670,157.48	2,442,000.00	2,442,000.00	2,540,000.00	98,000.00
	1. Elementary Schools	1,015,208.52	720,792.65	1,000,000.00	1,000,000.00	1,125,000.00	125,000.00
	2. Junior High Schools	747,303.57	578,800.82	550,000.00	550,000.00	550,000.00	0.00
	3. Senior High Schools	92,840.44	68,775.56	100,000.00	100,000.00	100,000.00	0.00
	4. Teacher Training	565,141.58	205,804.58	204,000.00	204,000.00	210,000.00	6,000.00
	5. Special Education	10,123.51	32,404.48	35,000.00	35,000.00	35,000.00	0.00
	6. Vocational Schools	115,089.75	71,171.95	122,000.00	122,000.00	122,000.00	0.00
	7. Adult Education	29,385.56	71,823.74	32,000.00	32,000.00	32,000.00	0.00
	8. Summer Schools	18,534.10	47,000.00	47,000.00	47,000.00	47,000.00	0.00
	9. Survey Committee and Curriculum Revision	379,861.54	266,534.67	403,000.00	403,000.00	415,000.00	12,000.00
	AUXILIARY AGENCIES	27,616.61	2,227.23	32,000.00	32,000.00	35,000.00	3,000.00
	1. Library Salaries and Supplies	2,430.00	2,430.00	2,500.00	2,500.00	2,500.00	0.00
	2. School Library Book Maintenance	20,528.72	10,040.98	15,000.00	15,000.00	16,000.00	1,000.00
	3. School Library Book Maintenance	12,479.30	9,400.00	25,000.00	25,000.00	25,000.00	0.00
	4. Supplementary Books	10,123.51	3,155.43	8,100.00	8,100.00	8,100.00	0.00
	5. Teachers' Conferences	2,837.73	1,247.10	2,500.00	2,500.00	2,500.00	0.00
	6. Maps and Charts	6,671.56	6,880.55	9,400.00	10,000.00	10,000.00	0.00
	7. Survey Committee	28,188.82	23,593.61	28,000.00	28,000.00	28,000.00	0.00
	8. Public Libraries Grade Libraries	2,796.36	2,796.36	2,796.36	2,796.36	2,796.36	0.00
	9. District for Indigents	22,611.52	19,902.59	28,000.00	28,000.00	31,000.00	3,000.00
	10. Transportation of Pupils	21,994.86	19,024.38	25,000.00	25,000.00	25,000.00	0.00
	11. Health Service Lunches	48,229.36	48,229.36	48,229.36	48,229.36	48,229.36	0.00
	12. Domestic Science Lunches—Elementary	59,135.46	70,840.44	100,000.00	100,000.00	110,000.00	10,000.00
	13. Domestic Science Lunches—Junior High	11,989.57	11,989.57	11,989.57	11,989.57	11,989.57	0.00
	14. Boys' Clubs	3,049.51	3,122.43	4,300.00	4,300.00	4,300.00	0.00
	15. Girls' Clubs	1,145.22	1,093.65	1,000.00	1,000.00	1,000.00	0.00
	16. Lectures, Public Meetings, etc.	764,623.43	576,741.77	807,000.00	815,000.00	850,000.00	35,000.00
	OPERATION	380,845.45	298,430.01	403,000.00	410,000.00	420,000.00	10,000.00
	1. Janitors and Other Employees	24,796.36	24,796.36	24,796.36	24,796.36	24,796.36	0.00
	2. Janitors' Supplies	131,276.68	127,764.93	201,000.00	210,000.00	220,000.00	10,000.00
	3. Fuel	24,536.78	28,838.09	40,000.00	40,000.00	41,000.00	1,000.00
	4. Water	63,664.06	63,664.06	63,664.06	63,664.06	63,664.06	0.00
	5. Light and Power	32,907.21	23,148.27	32,000.00	32,000.00	32,000.00	0.00
	6. Telephone	10,210.00	10,210.00	10,210.00	10,210.00	10,210.00	0.00
	7. Protection Services	10,210.00	10,210.00	10,210.00	10,210.00	10,210.00	0.00
	8. Care of Grounds	22,603.49	18,468.34	23,000.00	23,000.00	23,000.00	0.00
	9. Storage and Transport	5,387.73	5,387.73	5,387.73	5,387.73	5,387.73	0.00
	10. Public Use of Buildings	510.17	510.17	510.17	510.17	510.17	0.00
	11. Laundry, Cleaning, etc.	447,537.67	354,737.24	585,000.00	585,000.00	595,000.00	10,000.00
	MAINTENANCE	1,680.61	1,680.61	1,680.61	1,680.61	1,680.61	0.00
	1. Upkeep of Grounds	127,857.31	108,830.38	137,000.00	137,000.00	140,000.00	3,000.00
	2. Repair of Buildings—Exterior	30,490.45	10,178.52	23,000.00	23,000.00	23,000.00	0.00
	3. Repair of Buildings—Interior	11,589.32	11,589.32	11,589.32	11,589.32	11,589.32	0.00
	4. Maintenance of Mechanical Equipment	3,114.56	3,114.56	3,114.56	3,114.56	3,114.56	0.00
	5. Maintenance of Office Equipment	41,266.37	15,427.01	33,000.00	33,000.00	34,000.00	1,000.00
	6. Maintenance of Teaching Equipment	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	0.00
	7. Maintenance of Furniture	25,218.70	10,340.00	15,000.00	15,000.00	17,000.00	2,000.00
	8. Maintenance of Motor Equipment	3,407.82	2,346.26	3,200.00	3,200.00	3,200.00	0.00
	9. Maintenance of Motor Vehicles	691.99	712.43	1,000.00	1,000.00	1,000.00	0.00
	10. Maintenance of Lunch Room Equipment	371,019.70	266,145.44	412,000.00	408,000.00	435,000.00	27,000.00
	FIXED CHARGES	720.00	720.00	720.00	720.00	720.00	0.00
	1. Pension on Payroll	9,200.00	9,200.00	9,200.00	9,200.00	9,200.00	0.00
	2. Compensation Payments	245,020.16	189,479.87	205,000.00	205,000.00	205,000.00	0.00
	3. Pension Contributions—Teachers' Fund	14,037.50	27,000.00	20,000.00	20,000.00	20,000.00	0.00
	4. Pension Contributions to Employees' Fund	2,400.00	2,400.00	2,400.00	2,400.00	2,400.00	0.00
	5. Salary Allowed for Illness	5,071.73	49,900.00	5,000.00	5,000.00	5,000.00	0.00
	6. Salary Allowed for Death and Quarantine	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	0.00
	7. Rent of Buildings	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	0.00
	8. Rent of Equipment	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	0.00
	9. Insurance	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00	0.00
	10. Refunds	232.90	1,017.90	1,400.00	1,400.00	2,000.00	600.00
	11. Doctors' Services	634,600.43					
	12. Other Expenditures						
	CAPITAL OUTLAY	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	1. Land	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	2. New Grounds	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	3. New Buildings—Classrooms	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	4. New Buildings—Laboratory	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	5. New Buildings—Library	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	6. New Buildings—Gymnasium	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	7. New Buildings—Auditorium	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	8. New Buildings—Cafeteria	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	9. New Buildings—Bathrooms	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	10. New Buildings—Closets	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	11. Old Grounds	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	12. Old Buildings—Classrooms	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	13. Old Buildings—Laboratory	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	14. Old Buildings—Library	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	15. Old Buildings—Gymnasium	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	16. Old Buildings—Auditorium	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	17. Old Buildings—Cafeteria	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	18. Old Buildings—Bathrooms	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	19. Old Buildings—Closets	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	20. Old Buildings—Miscellaneous	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	21. Architects and Engineers	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	22. Survey Department	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	23. Motor Vehicles	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	24. Other Expenditures	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	TOTAL CURRENT EXPENSES	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	CAPITAL OUTLAY	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	DEBT SERVICE	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	1. Redemption of Bonds	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	2. Payments to State of New York	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	3. Interest on Bonds	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	4. Interest on Notes	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	5. Payment of Current Debt	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	TOTAL CURRENT EXPENSES	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	CAPITAL OUTLAY	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	DEBT SERVICE	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	0.00
	TOTAL APPROPRIATIONS	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	Estimated Receipts	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	Required from Taxpayers	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	United States Veterans	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	State of New York	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	Tuition and Registration	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,000.00
	Rental of Books	\$ 7,773,194.32	\$ 8,517,065.44	\$ 7,923,000.00	\$ 7,738,000.00	\$ 8,300,000.00	\$ 562,

NINE MILLION IS ASKED FOR CITY SCHOOLS IN 1929

Current Expense Fund Request Shows Smaller Increase Than 1927 and 1928 Requests GREATER AID FROM STATE EXPECTED BY ANOTHER YEAR

(A summary of Board of Education 1928 expenditures and 1929 estimates is printed on page 24.)

The 1929 budget of the Rochester Board of Education, which was submitted to Mayor Joseph C. Wilson, at noon yesterday, for transmission to the City Council, calls for \$8,300,000 exclusive of debt service.

The debt service amounts to \$1,344,301.06, making the total budget \$9,644,301.06.

Proportionate Expense Decrease
A statement by Mrs. Henry G. Danforth, president of the Board, calls attention to the fact that the request for funds to meet current expense and fixed charge items shows a decrease in proportion to the increases in 1927 and 1928.

Mrs. Danforth also says that there is an expectation that a year from now Rochester will benefit materially from legislation passed a year ago, providing for increased aid to the cities and smaller communities of the state.

In 1927, there was an increase in current expense and fixed charge items of \$872,000 over 1926; and in 1928 it was \$303,000 more than these items called for in 1927. For 1929, the increase is only \$100,000.

Dismissal of six employees of the Department of Public Works, including Morris van Graafeiland, who at one time was Republican leader of the Seventeenth Ward, was announced yesterday. The dismissal was effective from today.

War Buddy of Story Will Manage Chamber New Industry Bureau
When City Manager Stephen B. Story was serving on the U. S. S. Ohio in the World War, one of his mates was Edward C. Coady of New York City.

Now the veteran sailor will have the opportunity to talk over old times in Uncle Sam's Navy, for Coady was yesterday named manager of the new Industries Bureau of the Rochester Chamber of Commerce, to succeed Ernest W. Veigle, Jr., who recently resigned to take a position with the Rochester Business Institute.

This bureau was organized two years ago to attract new industries to Rochester and assist those already operating here. The new manager is well fitted for the new post, says Roland B. Woodward, general secretary of the Chamber, having been employed in the foreign trade department of the National City Bank and the Irving National Bank of New York City. In 1921, he became affiliated with John T. Pratt in what is today known as United Chromium, Inc., and while with that company was a frequent visitor to Rochester.

OBSTACLE TO REMOVAL OF SNOW TO BE COMPETITIVE BROAD ST. PLAN

An unexpected financial obstacle to the Broad Street extension proposal popped up today in the form of a report prepared by City Manager Story for presentation to the City Council tonight in connection with a survey for the extension project is placed at \$15,000.

This cost is apportioned between real estate appraisal, \$10,000, and preparation of maps, \$5,000. Added to the estimated heavy cost of the actual extension, it is feared that the total expenditure may be heavier than the project warrants.

SNOW CLEANING Another important report to be made by Mr. Story is that snow cleaning contracts in the city should be awarded through competitive bidding and not apportionment to favorite contractors. This work cost \$122,000 last year, after the Council had apportioned \$135,000.

It is expected that the Council will refer the snow cleaning recommendation to the public works committee and eventually authorize Mr. Story to get bids on the work. Charges of complicity of political leaders with snow cleaning contractors have been frequent the past year.

Mr. Story said his report on the Broad Street extension question would not attempt to suggest whether the project should be started. He said:

UP TO COUNCIL
"That must be up to the Council. I am asked for an ordinance for the project. We had no information on which to base an ordinance. The survey will indicate the probable cost and determine whether an ordinance should be considered."

This report also will go to the Public Works Committee. The Council will hold public hearings on the proposed city budget for 1929, and an application of the New York State Railways for extending its tracks from the Clifford Avenue to the Portland Avenue car barns.

Dismissal of six employees of the Department of Public Works, including Morris van Graafeiland, who at one time was Republican leader of the Seventeenth Ward, was announced yesterday. The dismissal was effective from today.

ROASTING CHICKEN
1928 Crop
lb. 30c

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When City Manager Stephen B. Story was serving on the U. S. S. Ohio in the World War, one of his mates was Edward C. Coady of New York City.

Now the veteran sailor will have the opportunity to talk over old times in Uncle Sam's Navy, for Coady was yesterday named manager of the new Industries Bureau of the Rochester Chamber of Commerce, to succeed Ernest W. Veigle, Jr., who recently resigned to take a position with the Rochester Business Institute.

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Budget Hearing
There was a public hearing on the budget estimates of the City Manager Story and the Board of Education, together providing for expenditures of approximately \$23,000,000 but no taxpayer appeared to allege for or against the proposals, when the hearing was called by Vice Mayor Adler.

Upon the resolution of Councilman Peake the name of Burwell Road was changed to Burling Road.

Councilman Joseph Guzzetta filed a petition for walks in Mudge Place; Councilman Milne filed a petition for walks and grading in Silver Beach Street and a re-construction against walks and grading in Meriden Street. Councilman Peake filed a petition for sewers and lights in Southview Terrace.

The ordinance was introduced by Councilman Louis S. Foulkes for Councilman William F. Duran, chairman of the public safety committee. On motion of Councilman Nelson A. Milne, it was referred to the personnel committee. Action will be taken next Monday evening to enable Commissioner Nier to select the men from the eligible list and to start them through the school of instruction.

Seven additional men will be in the class because of vacancies now existing because of dismissal and retirements.

Not Guilty of Drink Charge, Says Driver
A man charged with driving while intoxicated was acquitted today by the City Court. The driver, who was arrested on the charge of driving while intoxicated, pleaded not guilty. The jury found him not guilty.

WEDDING RINGS
\$5 to \$150

NIER ASKS FOR 24 MORE POLICEMEN

Provision Included in Bill Regarding Bureau, Received by Councilmen

NEED OF MEN EXPLAINED Only 200 Now Available for Daily Beats; Additions Won't Increase Budget

"The Rochester police are even with crime. We want to keep ahead of it."

"This is the explanation given last evening to the City Council by George J. Nier, public safety commissioner, when Councilman Harry C. Goodwin requested information about a regrading ordinance adding 24 policemen to the Police Bureau. City Manager Stephen B. Story asked Commissioner Nier to explain the ordinance and it was brought out that the Rochester force in point of personnel is much smaller than other cities comparable to Rochester.

Would Not Increase Budget
Commissioner Nier pointed out that the Rochester force in point of personnel is much smaller than other cities comparable to Rochester.

Answers Criticism
Mr. Story explained that the price for same years has been awarded the snow cleaning contract on a noncompetitive basis and that there has been much criticism of it. The award was used as a unit and several small contracts have had work in some of the wards. Charges of favoritism have been raised and the practice on whole is said to have been unsatisfactory. Mr. Story said that the policy of the administration was to have all its contractual relations so far as feasible and possible, a competitive basis and as a consequence the drawing of specifications for the snow cleaning contract was a competitive one.

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Summary of 1928 Expenditures and Appropriations and 1929 Estimates Board of Education (School Fund)

Board of Education Report for 1929									
Character and Object of Expenditure	1927 Expenditure	1928 Expenditure	1928 Estimated Expenditure	1928 Appropriation	Total for 1929	Increase over 1928			
	\$ 6,768,144.30	\$ 6,968,144.32	\$ 7,131,000.00	\$ 7,138,000.00	\$ 7,490,000.00	\$ 352,000.00			
CURRENT EXPENSES									
ADMINISTRATION									
BUSINESS ADMINISTRATION									
1. Board of Education and Secretary	14,869.38	8,474.32	13,000.00	15,000.00	220,000.00	5,000.00			
2. Bureau of Finance	21,284.06	16,628.65	22,000.00	27,000.00	28,500.00	600.00			
3. Bureau of Buildings	37,170.23	28,553.24	30,000.00	40,000.00	40,200.00	200.00			
4. Bureau of Supplies	10,979.27	10,753.68	14,000.00	15,000.00	15,500.00	500.00			
5. Local Services	9,012.25	7,204.03	10,000.00	9,000.00	10,000.00	1,000.00			
6. Office Building	4,164.57	7,755.34	5,000.00	6,000.00	6,000.00	1,000.00			
7. Print Shop	90.12	2,287.67	2,500.00	1,500.00	3,000.00	1,500.00			
8. Public Information									
EDUCATIONAL ADMINISTRATION									
1. Superintendent	59,521.50	69,787.39	95,000.00	95,000.00	100,000.00	4,000.00			
2. Assistant Superintendents	16,737.71	15,983.44	17,500.00	17,000.00	18,500.00	1,500.00			
3. Examination and Certification of Teachers	9,250.19	5,471.17	7,000.00	8,000.00	8,000.00	1,000.00			
4. Records and Research	25,531.79	29,650.96	40,000.00	40,000.00	42,000.00	2,000.00			
5. Attendance Bureau		240.00	400.00		500.00	500.00			
6. Medical Inspection		3,330.75	4,500.00						
7. Lunch Room Management									
INSTRUCTION									
1. Educational Direction and Supervision	1,670,507.93	1,670,507.93	2,442,000.00	2,442,000.00	2,442,000.00	10,000.00			
2. Elementary Schools	1,015,208.52	730,732.83	1,000,000.00	1,000,000.00	1,125,000.00	125,000.00			
3. Junior High Schools	747,805.57	747,805.57	750,000.00	750,000.00	750,000.00	0.00			
4. Senior High Schools	62,580.44	68,778.58	100,000.00	90,000.00	109,000.00	9,000.00			
5. Teacher Training	28,404.18	28,404.18	28,404.18	28,404.18	28,404.18	0.00			
6. Vocational Education	176,696.88	143,945.01	204,000.00	204,000.00	230,000.00	26,000.00			
7. Vocational Schools	115,088.75	171,171.55	122,000.00	122,000.00	132,000.00	10,000.00			
8. Adult Education	26,395.56	71,823.74	32,000.00	37,000.00	38,000.00	1,000.00			
9. Summer Schools	18,334.10	48,394.50	37,000.00	38,000.00	45,000.00	7,000.00			
10. Survey Committee and Curriculum Revision									
AUXILIARY AGENCIES									
1. Library Salaries and Supplies	27,916.61	22,840.49	33,000.00	32,000.00	35,000.00	3,000.00			
2. School Library Book Maintenance	20,528.72	20,528.72	25,000.00	25,000.00	25,000.00	0.00			
3. School Library Books—New	1,024.28	23,404.43	25,000.00	15,000.00	16,000.00	1,000.00			
4. Supplementary Books	10,124.51	1,185.43	8,100.00	10,000.00	21,000.00	11,000.00			
5. Teachers' Conferences	2,847.72	2,847.72	3,000.00	2,000.00	2,500.00	500.00			
6. Maps and Charts	272.00	928.72	1,300.00	1,300.00	1,300.00	0.00			
7. Survey Committee Books	6,671.56	6,671.56	9,000.00	9,000.00	9,000.00	0.00			
8. Public Libraries—Grade Libraries	17,739.81	17,739.81	39,200.00	42,000.00	45,000.00	3,000.00			
9. Books for Indigents	17,739.81	17,739.81	12,000.00	12,000.00	13,000.00	1,000.00			
10. Supplies for Indigents	22,611.52	19,905.70	25,000.00	30,000.00	31,000.00	1,000.00			
11. Transportation of Pupils	22,611.52	19,905.70	25,000.00	30,000.00	31,000.00	1,000.00			
12. Health Service Lunches	18,827.32	11,809.55	18,500.00	20,000.00	20,000.00	1,500.00			
13. Domestic Science Lunches—Elementary	42,226.36	32,383.06	45,000.00	45,000.00	45,000.00	0.00			
14. Domestic Science Lunches—Junior High	99,134.64	79,639.74	109,200.00	109,000.00	110,000.00	1,000.00			
15. High School Lunches	11,989.77	9,678.57	14,000.00	14,000.00	14,000.00	0.00			
16. Boys' Clubs	3,048.51	3,122.50	4,000.00	4,000.00	4,000.00	0.00			
17. Girls' Clubs	1,145.25	1,145.25	1,000.00	2,000.00	2,000.00	1,000.00			
18. Lectures, Public Meetings, etc.									
OPERATION									
1. Janitors and Other Employees	380,545.45	380,545.45	403,000.00	410,000.00	430,000.00	20,000.00			
2. Janitors' Supplies	24,795.90	17,846.66	24,000.00	25,000.00	26,000.00	1,000.00			
3. Fuel	4,528.78	4,528.78	5,000.00	5,000.00	5,000.00	0.00			
4. Water	63,684.92	44,788.29	62,000.00	62,000.00	63,000.00	1,000.00			
5. Light and Power	32,409.21	23,148.57	32,000.00	32,000.00	33,000.00	1,000.00			
6. Telephone	6,121.29	10,123.83	12,000.00	6,500.00	13,000.00	6,500.00			
7. Protection Services	1,070.47	1,070.47	1,000.00	1,500.00	2,000.00	1,000.00			
8. Care of Grounds	22,611.52	18,458.24	23,000.00	6,500.00	7,500.00	1,000.00			
9. Storage and Trucking	5,587.73	6,443.50	7,500.00	6,500.00	7,500.00	1,000.00			
10. Public Use of Buildings	210.11	296.21	500.00						
11. Laundry, Cleaning, etc.									
MAINTENANCE									
1. Upkeep of Grounds	15,983.44	13,739.45	14,000.00	8,000.00	15,000.00	7,000.00			
2. Repair of Buildings—Interior	159,580.93	159,580.93	157,000.00	170,000.00	170,000.00	13,000.00			
3. Repair of Buildings—Exterior	30,410.25	10,175.32	23,000.00	27,000.00	25,000.00	2,000.00			
4. Maintenance of Mechanical Equipment	113,593.61	71,193.61	92,000.00	90,000.00	93,000.00	3,000.00			
5. Maintenance of Office Equipment	1,114.56	1,114.56	1,000.00	1,000.00	1,000.00	0.00			
6. Maintenance of Educational Equipment	41,264.37	15,427.01	33,000.00	35,000.00	34,000.00	4,000.00			
7. Maintenance of Furniture	20,937.62	24,774.59	32,000.00	25,000.00	27,000.00	2,000.00			
8. Maintenance of Minor Equipment	25,218.70	2,000.00	1,000.00	1,000.00	1,000.00	0.00			
9. Maintenance of Motor Vehicles	3,407.82	2,240.25	3,000.00	3,000.00	3,000.00	0.00			
10. Maintenance of Lunch Room Equipment	691.90	712.43	1,000.00	1,000.00	1,000.00	0.00			
FIXED CHARGES									
1. Pension on Payroll	329.00	594.22	1,100.00	1,100.00	1,100.00	300.00			
2. Compensation Payments	2,480.94	1,804.57	2,000.00	2,000.00	2,000.00	0.00			
3. Pension Contribution to Teachers' Fund	248,062.16	180,477.57	208,400.00	205,000.00	284,000.00	10,000.00			
4. Salary Allowed for Illness	14,097.59	20,302.60	19,000.00	18,000.00	22,000.00	4,000.00			
5. Salary Allowed for Sickness and Quarters	2,472.00	945.00	2,000.00	2,000.00	2,000.00	0.00			
6. Rent of Buildings	91,971.73	49,389.18	65,000.00	61,000.00	68,000.00	7,000.00			
7. Rent of Equipment	8,867.18	4,965.31	12,000.00	14,000.00	12,000.00	2,000.00			
8. Insurance	408.04	547.27	500.00	500.00	500.00	0.00			
9. Refunds	1,591.20	1,017.90	1,000.00	1,000.00	2,000.00	1,000.00			
10. Doctors' Services—Accidents	232.90								
11. Other Expenditures									
CAPITAL OUTLAY									
1. Land	38,292.70	70,601.90	75,000.00	75,000.00		75,000.00			
2. New Grounds—Sidewalk, Fence, Planting	81.75	90.05	1,000.00	1,000.00	1,000.00	0.00			
3. New Buildings—Structure	64,203.31	37,379.45	40,000.00	5,000.00	10,000.00	5,000.00			
4. New Buildings—Mechanical Equipment	2,379.91	14,000.00							
5. New Buildings—Furniture	10,225.31	17,000.00	30,000.00	22,000.00	22,000.00	0.00			
6. New Buildings—Instructional Equipment	3,016.65	1,000.00							
7. New Buildings—Office Equipment	1,421.81	2,500.00	2,000.00	2,000.00	5,000.00	3,000.00			
8. New Buildings—Lunch Room Equipment	851.17	3,865.62	1,000.00	1,000.00	5,000.00	4,000.00			
9. New Buildings—Medical Equipment		1,000.00	1,000.00	1,000.00	1,000.00	0.00			
10. New Buildings—Alterations	1,090.71	1,206.27	1,500.00	1,000.00	1,500.00	500.00			
11. Old Grounds—Sidewalks, Fences, Planting	4,341.12	14,112.00	3,000.00	5,000.00	25,000.00	22,000.00			
12. Old Buildings—Alterations	24,826.04	24,826.04	25,000.00	25,000.00	25,000.00	0.00			
13. Old Buildings—Mechanical Equipment	89,450.51	12,122.22	14,000.00	5,000.00	7,100.00	2,100.00			
14. Old Buildings—Service Equipment	67,896.21	379.67	1,500.00						
15. Old Buildings—Furniture		30,000.00	30,000.00	30,000.00	30,000.00	0.00			
16. Old Buildings—Instructional Equipment	1,090.71	1,206.27	1,500.00	1,000.00	1,500.00	500.00			
17. Old Buildings—Office Equipment	1,421.81	2,500.00	2,000.00	2,000.00	5,000.00	3,000.00			
18. Old Buildings—Lunchroom Equipment	1,421.81	3,865.62	1,000.00	1,000.00	5,000.00	4,000.00			
19. Old Buildings—Medical Equipment		1,000.00	1,000.00	1,000.00	1,000.00	0.00			
20. Old Buildings—Minor Equipment	6,237.65	3,514.00	3,700.00						
21. Architects' and Engineers' Fees	26,000.00	26,000.00	20,000.00	20,000.00	70,000.00	50,000.00			
22. Street Department	2,344.79	27,830.00	5,000.00	5,000.00	10,000.00	5,000.00			
23. Motor Vehicles	1,965.00		12,000.00	5,000.00	5,000.00	0.00			
24. Other Expenditures	8,605.00								
TOTAL CURRENT EXPENSES, FIXED CHARGES, CAPITAL OUTLAY	\$ 7,778,194.52	\$ 8,517,065.44	\$ 7,925,000.00	\$ 7,850,000.00	\$ 8,300,000.00	\$ 450,000.00			
*Receipts will largely offset these expenditures.									
DEBT SERVICE (TO COMPTROLLER)	1,788,339.26	1,762,783.23	2,350,466.31	2,350,466.31	1,744,391.06	1,006,185.25			
1. Redemption of Bonds (Serial)	367,190.00	45,880.00	289,000.00	289,000.00	176,140.00	213,560.00			
2. Payments to Sinking Fund	27,000.00	27,000.00	27,000.00	27,000.00	27,000.00	0.00			
3. Interest on Bonds	448,567.27	448,567.27	448,567.27	448,567.27	448,567.27	0.00			
4. Interest on Notes	70,491.41	38,335.86	79,080.26	79,080.26	115,780.50	36,700.24			
5. Payment of Current Expenses Notes	900,500.00	1,890,000.00	1,390,000.00	1,390,000.00	880,603.29	509,396.71			
TOTAL DEBT SERVICE, FIXED CHARGES, CAPITAL OUTLAY, AND REDEMPTION OF DEBT	\$ 9,571,533.78	\$ 9,279,848.67	\$10,275,466.31	\$10,200,466.31	\$9,644,391.06	\$556,165.25			

Provision Requested In 1929 Budget For Bronze War Tablet

Suggest That Marker Be Set in Stone and,
on Realization of Civic Center Project,
Be Removed to Proposed War
Memorial Building.

Rochester City Council will be asked to authorize expenditure of \$3,500 in the 1929 budget to erect a bronze memorial tablet bearing the names of the Rochesterians who died in the service of the United States during the World War.

The tablet as proposed would be set in stone and placed in a prominent location to be selected by the

American Legion Committee and the City Council.

On realization of Rochester's Civic Center, the tablet would be removed to the proposed War Memorial Building. Members of the Legion committee are G. G. Miller, Frank Frey, Louis Koester and G. McNamara.

The Legion committee states that City Manager Stephen B. Story is in sympathy with his proposal and that it is on his recommendation that the necessary funds are to be proposed for inclusion in the budget.

Board to Study River, Bay Harbor Facilities of City

A comprehensive survey into the harbor facilities of Rochester, and the possibility of the development of the lake front, with special reference to the Genesee River and Irondequoit Bay, will be undertaken by a harbor advisory board, which City Manager Stephen B. Story will ask the City Council next Monday evening to authorize him to appoint.

The question of harbor development is becoming potent because of the approach of the opening of the new Welland Canal, which will enable larger boats to ply in the Great Lakes.

There has been much agitation for the development of the Port of Rochester, and the suggestion has frequently been raised that Irondequoit Bay was the logical port for the city. The matter requires scientific and thorough study, Mr. Story said, and he believed that it can best be undertaken by the harbor advisory board.

Thorough investigation of the subject will stimulate interest and crystallize public opinion with reference to Rochester's harbor; and a fact finding inquiry by the committee would be of genuine public service, Mr. Story said.

To Survey Lake Front

City Manager Story's plan of appointing a harbor advisory board, to undertake a survey of the lake front, shows that the city administration is considering the matter of action for harbor improvement.

Before any work is undertaken, or plans entered upon which may involve large expenditures, as close an estimate as practicable should be made of the possibilities of gain to the city from such improvement.

Opening of the enlarged Welland Canal will alter the shipping situation on Lake Ontario by making it accessible to the largest upper lake freighters. That is one of the points to be considered in making the survey.

NOTES OF CITY FOR \$1,075,000 SOLD LOCALLY

Union Trust Co. Awarded
Issues at Interest Rate
of 4.94—Short Terms
Benefitting Rochester.

The Union Trust Company of Rochester was victorious bidder yesterday on \$1,075,000 in city of Rochester notes, at an interest rate of 4.94 per cent.

The notes were divided as follows: General revenue, 1928, \$550,000; local improvement, general, \$125,000; municipal land purchase, \$200,000; school construction, \$250,000; and transit subway, \$75,000.

Bros. & Hutzler, 4.97 per cent, and S. N. Bond & Company, 5.90 per cent.

City Government Quiz

The City Manager Is at Your Service—Send in Any
Question on the City Government in Which You Are
Interested and Answer Will Be Published Here

NUMBER 87

Question—Why should the East Avenue buses be parked off the avenue on Gibbs Street or on some other street which is not as congested as East Avenue, and why should not the fire lane be put back East Avenue, as before? With the buses and other parking on both sides of the street and the three lanes of traffic in the center established by the Traffic Bureau, there is little room left for the Stillson Street fire department responding to an alarm on East Avenue with its 85-foot aerial truck.—Name withheld.

Answer—Some time ago the police established a fire lane in East Avenue and after a couple of years of experience abandoned it, as the situation was not improved. Lower East Avenue carries a very heavy traffic, and it would only increase the congestion by establishing a fire lane. Then too, it would be necessary to keep about four policemen there to maintain it. There are signal lights at Main Street and East Avenue, and also at the intersection formed by Chestnut, Gibbs, and East Avenue. These signals are synchronized so that both sides of East Avenue between Main Street East and Gibbs Street are, except for rare occasions, never congested. The fire company in Stillson Street, north of Main Street, operates an aerial truck with a ladder which, when extended, reaches a height of 85 feet. This truck is seldom impeded in its progress in East Avenue. There is a bus stop between Main and Chestnut Streets in East Avenue, but it seems inadvisable to move this to some other point.

NUMBER 88

Question—(a) Am I compelled to stand neighborhood boys making a path through my yard thereby destroying a lawn and a year's hard work of grading, seeding and general care of ground, just because am situated on a corner? (b) When a boy deliberately kicks his way through a young hedge, can I collect damages from his parents?—Name withheld.

Answer—(a) Trespass and willful damage to private property are misdemeanors. Any private citizen may arrest a person committing a misdemeanor in his presence. When the arrest is made, the person arrested should be turned over to a police officer to be held for trial. A more practical solution of this difficulty would consist in the construction of a fence similar to the fence existing on many corner lots throughout the city. The protection of private property is a matter of individual concern. The police will lend what assistance they can, but it is obviously impracticable to station a policeman at every corner lot in the city where trouble is experienced with boys. (b) Parents are not liable for damages inflicted by their children unless they aid and abet their children in wrongful acts.

NUMBER 89

Question—Have our next door neighbors the right to go over our property in going in and out of their driveway? We have been to the Public Works Department, and they say they have the right to do it and could even put their driveway over on our property. Does that seem fair when they have such a large frontage to enlarge their way of going in and out?—Name withheld.

Answer—The facts in your letter should have been more fully stated. Your reference, however, to the Department of Public Works seems to indicate that a permit was issued for turning in curbs from the street for a private driveway. The city in granting permits to turn in curbs merely says, in effect, that it is proper to have that kind of work done in the street, and that the work must be done in a manner satisfactory to the Department of Public Works. The city cannot undertake to determine the relative rights between adjoining land owners. The owner of land abutting on a street has, however, certain rights relating to that part of the street on which he abuts. On the question whether an adjacent land owner has exceeded his rights in having a curb radius turned in on that part of the street to which another property owner abuts, is a matter for private legal advice.

NUMBER 90

Question—(a)—Has the City of

CITY MANAGER SUPPORTED IN HARBOR PLANS

C. of C. Commends Proposal To Create Advisory Board—Need of Preparedness.

Commendation of City Manager Story's move to create a Rochester Harbor Advisory Board was given by the executive committee and Port of Rochester committee of the Chamber of Commerce today.

Members of both committees were pleased to read the announcement of City Manager Story that he would ask authority of the City Council next Monday night to create such a board.

Roland B. Woodward, secretary of the chamber, said today.

"We had feared that delay on the part of the city in tackling the problem might result in our losing the initial advantages which will follow the opening of the new Welland Canal in 1930. It is exceedingly important that Rochester's harbor be ready to take care of the new business opportunities."

The chamber has advocated improvement of the harbor for many years past and has repeatedly concerned itself with the maintenance of a proper depth of water in the harbor to accommodate the present commerce and the question of additional facilities to handle all traffic that might move to and from the port. Two years ago it recommended to city authorities that a harbor commission be created to study and make plans for the port's development.

Harry C. Stevenson, chairman of the chamber Port of Rochester committee, could not be reached as he is out of the city, but it is known that he recently urged the city manager to move on this project in light of the additional facts which were brought forward in the deliberations of the New York State Waterways Association at its recent meetings in Rochester.

STORY APPEALS FOR LEGION

With the drive of the Monroe County American Legion for new members to be formally opened tomorrow noon, City Manager Story today issued an appeal to all former service men to join.

The drive is to last five days, during which Legion members are to call on 2,500 veterans outside the Legion fold. Mr. Story in his appeal said:

"The American Legion is one of the few organizations which has no axe to grind for the individual or its membership, but is an organization working for and in the interest of their community. As time goes on the part played by the American Legion in our civic life will expand with increasing rapidity."

"My person interest in the American Legion leads me to urge upon you, particularly at this time, an alliance with one of our active posts."

Mr. Story was signing the first new member drive, L. George Shafer of M. Shafer.

Cincinnati Street Car Company Saved By

Careful Advertising Proves Big Asset To Ohio City's Trolleys

Company's Success With Service-at-Cost Contract in Cincinnati Followed by Press Campaign for Public Favor—Made Use of 'Sunday Pass.'

THIS is one of a series of articles written by Mr. Benton after personal visits to the cities discussed. Mr. Benton visited these cities with representatives of the Rochester Bureau of Municipal Research, which is making an extensive survey of street railway systems.

By PAUL BENTON

CINCINNATI, like Pittsburgh, is a city of rather narrow, twisting downtown streets, generous distances and hills—all point of the man who has to run the trolleys that take the worker to and from his job.

And like Pittsburgh and every other city in the United States it has had in the past its street car troubles and plenty of them.

In one respect, if not unique, it is at least unusual. Those who have invested in the stock of the Cincinnati Street Railway Company always have been paid dividends since the company was organized back in 1880 as the consolidation of a number of companies which had franchises permitting them to run on various lines—a common practice in the early days of American street railroading. In fact the 1924 dividend of the company was paid recently.

Once again the service-at-cost contract is the answer to the puzzle of how the company succeeded in doing it at a time when street railway companies were at their wits' end in all parts of the country just trying to make both ends meet without considering profits at all.

Fare Now a Dime

The first contract between the city of Cincinnati and the trolley company was negotiated in 1918 and the fare rose from 5 cents to a dime without much hesitation. However, unfortunately, the fare didn't improve in any way near the same rate at which the fare increased and there was considerable and wide-spread popular discontent with the situation.

This was not due in any way to failure on the part of the company officials but to circumstances over which they had no control.

The history lying back of the company was responsible.

In 1901 a syndicate headed by W. Kellogg Schopf organized the Cincinnati Traction Company and leased the lines of the Cincinnati Street Railway Company. This syndicate also owned the Ohio Electric Company, the Cincinnati Car Company and the Traction Building, one of the downtown office buildings of the Southern Ohio metropolis.

Under this system the street car leasing company was in bad shape, for it found it impossible to raise needed funds from bonds, but only from earnings. This made it difficult to pay dividends and retain sufficient money in sinking funds to pay for necessary new equipment, rehabilitation, etc. Furthermore the public very frankly distrusted the existing management and feared trolley company funds were being diverted to the other enterprises of the syndicate.

The service-at-cost contract helped out the earnings but there was too much ground to recover.

New Franchise Drawn

In 1923 a committee of business men was formed and entrusted with the job of drawing up a new service-at-cost franchise, one condition of which would be the returning of the street car lines to the owner, the Cincinnati Street Railway Company. Both of these aims were accomplished Oct. 31, 1925. The fare was then, and is now, a cash dime and three tokens for a quarter, with free transfers on the entire system.

Special advertising on cars and in the newspapers allowed introduction of the

pass and the results, according to the company officials, have been profitable. The Sunday pass is good any time, anywhere, over the company's lines on Sunday.

The care with which every progressive effort of the company has been explained to the public through the press, the advertising which has been cleverly thought out and cleverly utilized, and the general impression which has been conveyed to the public through the company in the press and the city administration under the new city manager government of City Manager C. O. Sherrill and Mayor Murray Seasongood, has had a most excellent effect upon the attitude of the public toward the company. Today it would probably be foolish to say that there is no suspicion of the company. That is bound to be present in any city among a certain percentage of the population which cannot be cured of the old idea that even public service corporations are an enemy of the public. However, the vast majority of the citizens, convinced of the integrity of their new government after a regime controlled by such bosses as George Moerlein, George B. Cox, August "Garry" Herrmann and the latest and last, R. K. Hynicka, feel sure that the prices given them and the prices charged by the Cincinnati Street Railway Company are about the best which they can expect under the circumstances.

Paving Arrangement

Important among the factors which have built up this public confidence is the work of Edgar Dow Gilman, former professor at the University of Cincinnati and now director of utilities of the city. Dr. Gilman has co-operated with the new officials of the street car company at every turn, according to their testimony, and has neglected no opportunity of recommending the public that upon their patronage depends the quality of the service they receive and the fare which they are required to pay.

The Cincinnati company, however, is not freed from the incubus of paving. The arrangement in Cincinnati is considerably more equitable than it is elsewhere. Where the city repaves a street the city is required to pay for the repaving between, and a bit on each side of the tracks. When the company disturbs the pavement to make repairs to its tracks or to lay new track it must pay for the repaving. The city mends holes in the pavement in the area between the tracks, charging half of the cost, not exceeding \$35,000 in a year, against the company for the first three years of the new contract (this period expires this

year), \$50,000 in the next five years and \$75,000 per year thereafter.

Rehabilitation Requirements

During the first 50 months of the contract the company is required under the contract to spend \$1,750,000 in rehabilitation and \$700,000 additional to this in the next 50 months. The contract itself runs for 25 years. Much of this work has already been accomplished.

The mileage on a single track basis of the Cincinnati system is 260 miles and the valuation of the property as set by the contract in 1925 was \$28,000,000. However, there has been an increase in valuation due to capital expenditures in the last three years which place the valuation today at \$31,220,550 as of Aug. 31, 1928. The company is allowed a 6 per cent return.

The average speed maintained by the street cars, including the "lay-over period," is 9.56 miles per hour for two-man cars and 7.84 miles per hour for one-man cars. To make up for this difference shorter headways are allowed for the one-man lines. The company pays a sliding scale of wages, 53 cents an hour after three months, 56 after nine months and 58 after a year. Seven cents additional per hour is paid operators of buses and one-man cars.

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In one respect the Cincinnati company is lagging behind Cleveland and some of the other more progressive cities, and that is in the matter of a pension fund for employees. Although the company would like to start something of this sort it has been impossible so far.

Revenues Increasing

The company operates its cars over an area of 32 square miles and serves a population of 300,000. According to General Manager J. E. Stewart, both the total of revenue passengers and the gross earnings of the company are increasing. Presumably if this continues it will mean a fare reduction under the terms of the contract, which has a balancing fund as has the Rochester contract.

Much of the credit for the better public relations existing between the company and the public is credited to the work of President Walter A. Draper. For many years Mr. Draper was a well known figure in the community life of Cincinnati. He is the president of several other corporations, including, oddly enough, the largest taxicab concern in the city, and became president of the Cincinnati Street Railway Company when the new contract was negotiated in 1925. All classes of the public respect and trust Mr. Draper and the public confidence in his name has been of inestimable advantage to the company.

Cincinnati is one of the hopeful sectors of the street railway battle map of the United States.

Service At Cost Contract

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Provision Requested In 1929 Budget For Bronze War Tablet

Suggest That Marker Be Set in Stone and, on Realization of Civic Center Project, Be Removed to Proposed War Memorial Building.

Rochester City Council will be asked to authorize expenditure of \$3,500 in the 1929 budget to erect a bronze memorial tablet bearing the names of the Rochesterians who died in the service of the United States during the World War.

The tablet as proposed would be set in stone and placed in a prominent location to be selected by the American Legion Committee and the City Council.

On realization of Rochester's Civic Center, the tablet would be removed to the proposed War Memorial Building. Members of the Legion committee are G. G. Miller, Frank Frey, Louis Koester and G. McNamara.

The Legion committee states that City Manager Stephen B. Story is in sympathy with his proposal and that it is on his recommendation that the necessary funds are to be proposed for inclusion in the budget.

Board to Study River, Bay Harbor Facilities of City

A comprehensive survey into the harbor facilities of Rochester, and the possibility of the development of the lake front, with special reference to the Genesee River and Irondequoit Bay, will be undertaken by a harbor advisory board, which City Manager Stephen B. Story will ask the City Council next Monday evening to authorize him to appoint.

The question of harbor development is becoming potent because of the approach of the opening of the new Welland Canal, which will enable larger boats to ply in the Great Lakes.

There has been much agitation for the development of the Port of Rochester, and the suggestion has frequently been raised that Irondequoit Bay was the logical port for the city. The matter requires scientific and thorough study, Mr. Story said, and he believed that it can best be undertaken by the harbor advisory board.

Thorough investigation of the subject will stimulate interest and crystallize public opinion with reference to Rochester's harbor; and a fact finding inquiry by the committee would be of genuine public service, Mr. Story said.

To Survey Lake Front

City Manager Story's plan of appointing a harbor advisory board, to undertake a survey of the lake front, shows that the city administration is considering the matter of action for harbor improvement.

Before any work is undertaken, or plans entered upon which may involve large expenditures, as close an estimate as practicable should be made of the possibilities of gain to the city from such improvement.

Opening of the enlarged Welland Canal will alter the shipping situation on Lake Ontario by making it accessible to the largest upper lake freighters. That is one of the points to be considered in making the survey.

NOTES OF CITY

FOR \$1,075,000

The period of the notes is two months. Until yesterday the rate of interest charged was 5.19 per cent. Comptroller Higgins had made the issue of short duration to provide opportunity of taking advantage of a lower rate, if it materialized.

Other bidders were Salomon Bros. & Hutzler, 4.97 per cent, and S. N. Bond & Company, 5.90 per cent.

City Government

The City Manager Is at Your Service—Send in Any Question on the City Government in Which You Are Interested and Answer Will Be Published Here

NUMBER 87

Question—Why should not the East Avenue buses be parked off the street on Gibbs Street or on some other street which is not as congested as East Avenue, and why should not the fire lane be put back on East Avenue, as before? With the buses and other parking on both sides of the street and the three lanes of traffic in the center established by the Traffic Bureau, there is little room left for the Stillion Street fire department with its alarm on East Avenue with its 85-foot aerial truck.—Name withheld.

Answer—Some time ago the police established a fire lane in East Avenue and after a couple of years of experience, abandoned it, as the situation was not improved. Lower East Avenue carries a very heavy traffic, and it would only increase the congestion by establishing a fire lane. Then, too, it would be necessary to keep about four policemen there to maintain it.

There are signal lights at Main Street and East Avenue, and also at the intersection formed by Chestnut, Gibbs, and East Avenue. These signals are synchronized so that both sides of East Avenue between Main Street and East Avenue are kept clear of traffic.

Street, except for rare occasions, never congested. The fire company in Stillson Street, north of Main Street, operates an aerial truck with a ladder which, when extended, reaches a height of 85 feet. This truck is seldom impeded in its progress in East Avenue. There is a bus stop between Main and Chestnut Streets in East Avenue, but it seems inadvisable to move this to some other point.

NUMBER 88

Question—(a) Am I compelled to stand neighborhood boys making a path through my yard thereby destroying a lawn and a hard work of grading, seeding, and general care of ground, just because I am situated on a corner? (b) When a boy deliberately kicks his way through a young hedge, can I collect damages from his parents?—Name withheld.

Answer—(a) Trespass and willful damage to private property are misdemeanors. Any private citizen may arrest a person committing a misdemeanor in his presence. When the arrest is made, the person arrested should be turned over to a police officer to be held for trial. A more practical solution of this difficulty would consist in the construction of a fence similar to the fences existing on many corner lots through the city. The protection of private property is a matter of individual concern. The police will lend what assistance they can, but it is obviously impracticable to station a policeman at every corner lot in the city where trouble is experienced with boys. (b) Parents are not liable for damages inflicted by their children unless they aid and abet their children in wrongful acts.

NUMBER 89

Question—Have our next door neighbors the right to go over our property in going in and out of their driveway? We have been to the Public Works Department, and they say they have the right to do it and could even put their driveway over on our property. Does that seem fair when they have such a large frontage to enlarge their way of going in and out?—Name withheld.

Answer—The facts in your letter should have been more fully stated. Your reference, however, to the Department of Public Works seems to indicate that a permit was issued for turning in curbs from the street for a private driveway. The city in granting permits to turn in curbs merely says, in effect, that it is proper to have that kind of work done in the street, and that the work must be done in a manner satisfactory to the Department of Public Works. The city cannot undertake to determine the relative rights between adjoining land owners.

The owner of land abutting on a street has, however, certain rights relating to that part of the street on which he abuts. On the question whether an adjacent land owner has exceeded his rights in having a curb radius turned in on that part of the street to which another property owner abuts, is a matter for private legal advice.

NUMBER 90

Question—(a)—Has the City of

CITY MANAGER SUPPORTED IN HARBOR PLANS

C. of C. Commends Proposal To Create Advisory Board—Need of Preparedness.

Commendation of City Manager Story's move to create a Rochester Harbor Advisory Board was given by the executive committee and Port of Rochester committee of the Chamber of Commerce today.

"Members of both committees were pleased to read the announcement of City Manager Story that he would ask authority of the City Council next Monday night to create such a board," Roland B. Woodward, secretary of the chamber, said today.

"We had feared that delay on the part of the city in tackling the problem might result in our losing the initial advantages which will follow the opening of the new Welland Canal in 1930. It is exceedingly important that Rochester's harbor be ready to take care of the new business opportunities."

The chamber has advocated improvement of the harbor for many years past and has repeatedly concerned itself with the maintenance of a proper depth of water in the harbor to accommodate the present commerce and the question of additional facilities to handle all traffic that might move to and from the port. Two years ago it recommended to city authorities that a harbor commission be created to study and make plans for the port's development.

Harry C. Stevenson, chairman of the chamber Port of Rochester committee, could not be reached as he is out of the city, but it is known that he recently urged the city manager to move on this project in light of the additional facts which were brought forward in the deliberations of the New York State Waterways Association at its recent meetings in Rochester.

STORY APPEALS FOR LEGION

With the drive of the Monroe County American Legion for new members to be formally opened tomorrow noon, City Manager Story today issued an appeal to all former service men to join.

The drive is to last five days, during which Legion members are to call on 2,500 veterans outside the Legion fold. Mr. Story in his appeal said:

"The American Legion to one of the few organizations which has no axe to grind for the individuals or its membership, but is an organization working for and in the interest of their community. As time goes on the American Legion will expand with increasing rapidity.

"My person interest in the American Legion leads me to urge upon you, particularly those of our active posts."

Mr. Story was credited with singing the first new member drive, L. George Shafer of M. Shafer.

Cincinnati Street Car Company Saved By Careful Advertising Proves Big Asset To Ohio City's Trolleys

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Appointment May Be Made by Manager, Council Decides

Comptroller Clarence E. Higgins was authorized to invest \$75,000 in

Continued on Page 15

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SCHOOL FUND CUT

Reduction of \$250,000 in Education Board Budget Ordered

\$2,000,000, which in itself was regarded as a sizable inroad into the practice of financing regarded as objectionable.

such further help as may be necessary to speed the work to a rapid conclusion, we recommend additional appropriation of \$250,000.

only lived within their appropriations to date, but in all probability will have a substantial surplus at the end of the year, a showing which reflects great credit upon the new administration.

MEANS OF FINANCING:
 Tax Revenues:
 Limited
 Unlimited

6,049,945.98	5,686,319.44
2,000,121.90	1,744,361.00

it was considered more desirable to reduce the borrowing deficit by \$800,000, than to strive for lower tax rate. He said:

12,636,265.42
\$ 914,199.00

They belong within the realm of pleasant dreams,

	GENERAL	SCHOOL	WATER	City Manager Story's explanation showed but few changes for employees under any of his department heads. Dr. George W. Gierler, health officer, was granted
APPROPRIATIONS:				
General Municipal Expense..	\$ 9,595,350.05	\$8,050,000.00	\$ 711,860.00	\$20,500.00
Debt Service	2,600,121.50	1,744,301.06	781,327.00	\$135,000.00
Total Appropriations	\$11,595,501.95	\$9,794,301.06	\$1,493,187.00	\$26,000.00
Estimated Surplus			56,812.91	24,000.00
Grand Total	\$11,595,501.95	\$9,794,301.06	\$1,550,000.00	\$135,000.00
MEANS OF FINANCING:				
Tax Revenues:				
Limited	5,849,945.98	5,686,319.44		
Unlimited	2,900,121.80	1,744,301.06		
Utility Revenues			1,550,000.00	\$45,000.00
Miscellaneous Revenues	2,043,800.00	2,260,000.00		\$125,000.00
Proceeds Temp. Financing..	601,634.07	103,684.50		
Grand Total	\$11,595,501.95	\$9,794,301.06	\$1,550,000.00	\$135,000.00
\$12,659,265.42	Two per cent. of assessed valuation for County and State purposes—\$631,415,711.90			
3,744,422.06	Tax Levy to cover debt service of general and school funds			
\$16,869,688.58	Tax Levy.			
705,314.63	Proceeds of Temporary Financing.			
6,033,800.00	Miscellaneous and Utility Revenues.			
\$25,119,803.01	Total.			

TO PLAN FINANCING

Appointment May Be Made by Manager, Council Decides

City Clerk's Salary Raised
The salary of Thomas P. O'Leary, city clerk, was raised from \$4,000 to \$4,500 by unanimous action of the council.

Comptroller Clarence E. Higgins was authorized to invest \$75,000 in

SCHOOL FUND CUT

Reduction of \$250,000 in Education Board Budget Ordered

SURGICAL SUPPORTS

NEW ADVERTISEMENTS

At the request of Councilman Nelson A. Milne a detailed explanation of the functions of the select committee was given by Mr. St. John and he pointed to the various types of service that could be given to taxpayers coming to the hall making their relations with officialdom more satisfactory.

official, would control the main interchange of departmental communications and in general coordinate activity in keeping with modern business efficiency system. Mr. Milne indicated that he was satisfied with the explanation.

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2. A reduction of \$507,500.00 current expense borrowing for representing the amount by which our current expense notes will, anticipated, be reduced this year.

3. A reduction of approximately \$40,000.00, due to the collection of taxes in January, thus eliminating a heavy interest charge.

Manager's estimate.

2. A reduction of \$890,000.00 in current expense borrowing a considerable part of which is represented by anticipated renewal of a part of the notes issued for current expense in

We deem it but fair to add that the estimate presented by the City Manager shows that for the year 1928 the city departments, with the exception of the charitable bureaus, have not only lived within their appropriations to date, but in all probability will have a substantial surplus at the end of the year, a showing which reflects

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City Manager Turns I
Account for \$32,000
Long Discussed

the Engineer of Maintenance of Public Works enclosing the proposals of three companies bidding for dredging work and stating that they were arranging to award the contract to the low bidder. The Commissioner of Public Works on 21st, two days later, acknowledged

General Municipal Expense..	
Debt Service	
Total Appropriations	
Estimated Surplus	
Grand Total	
MEANS OF FINANCING:	
Tax Revenues:	
Limited	

Proceeds Temp. Financing.	
Grand Total	
\$12,636,265.42	Two per cent
3,744,422.96	Tax Levy to
\$16,380,688.38	Tax Levy.
705,514.63	Proceeds of
6,033,800.00	Miscellaneous
\$23,119,803.01	Total.

After whittling and saving—scripping for schools as well as city government—the City Council today had provided a tax rate of \$25.74 per \$1,000 of assessed valuation for 1929. This is a reduction of approximately five cents from the 1928 rate of \$25.79, plus.

Has Been Studying
Another Session

brought into the limelight, p
finally put aside for newer pl

Market	Mr. Hope Cemetery	Total

	\$24,500.00	\$100,000.00	\$200,000.00	\$400,000.00	\$800,000.00	\$1,600,000.00	\$3,200,000.00	\$6,400,000.00	\$12,800,000.00	\$25,600,000.00	\$51,200,000.00	\$102,400,000.00	\$204,800,000.00	\$409,600,000.00	\$819,200,000.00	\$1,638,400,000.00	\$3,276,800,000.00	\$6,553,600,000.00	\$13,107,200,000.00	\$26,214,400,000.00	\$52,428,800,000.00	\$104,857,600,000.00	\$209,715,200,000.00	\$419,430,400,000.00	\$838,860,800,000.00	\$1,677,721,600,000.00	\$3,355,443,200,000.00	\$6,710,886,400,000.00	\$13,421,772,800,000.00	\$26,843,545,600,000.00	\$53,687,091,200,000.00	\$107,374,182,400,000.00	\$214,748,364,800,000.00	\$429,496,729,600,000.00	\$858,993,459,200,000.00	\$1,717,986,918,400,000.00	\$3,435,973,836,800,000.00	\$6,871,947,673,600,000.00	\$13,743,895,347,200,000.00	\$27,487,790,694,400,000.00	\$54,975,581,388,800,000.00	\$109,951,162,777,600,000.00	\$219,902,325,555,200,000.00	\$439,804,651,110,400,000.00	\$879,609,302,220,800,000.00	\$1,759,218,604,441,600,000.00	\$3,518,437,208,883,200,000.00	\$7,036,874,417,766,400,000.00	\$14,073,748,835,532,800,000.00	\$28,147,497,671,065,600,000.00	\$56,294,995,342,131,200,000.00	\$112,589,990,684,262,400,000.00	\$225,179,981,368,524,800,000.00	\$450,359,962,737,049,600,000.00	\$900,719,925,474,099,200,000.00	\$1,801,439,850,948,198,400,000.00	\$3,602,879,701,896,396,800,000.00	\$7,205,759,403,792,793,600,000.00	\$14,411,518,807,585,587,200,000.00	\$28,823,037,615,171,174,400,000.00	\$57,646,075,230,342,348,800,000.00	\$115,292,150,460,684,697,600,000.00	\$230,584,300,921,369,395,200,000.00	\$461,168,601,842,738,790,400,000.00	\$922,337,203,685,477,580,800,000.00	\$1,844,674,407,370,955,161,600,000.00	\$3,689,348,814,741,910,323,200,000.00	\$7,378,697,629,483,820,646,400,000.00	\$14,757,395,258,967,641,292,800,000.00	\$29,514,790,517,935,282,585,600,000.00	\$59,029,581,035,870,565,171,200,000.00	\$118,059,162,071,741,130,342,400,000.00	\$236,118,324,143,482,260,684,800,000.00	\$472,236,648,286,964,521,369,600,000.00	\$944,473,296,573,929,042,739,200,000.00	\$1,888,946,593,147,858,085,478,400,000.00	\$3,777,893,186,295,716,170,956,800,000.00	\$7,555,786,372,591,432,341,913,600,000.00	\$15,111,572,745,182,864,683,827,200,000.00	\$30,223,145,490,365,729,367,654,400,000.00	\$60,446,290,980,731,458,735,308,800,000.00	\$120,892,581,961,462,917,470,617,600,000.00	\$241,785,163,922,925,834,941,235,200,000.00	\$483,570,327,845,851,669,882,470,400,000.00	\$967,140,655,691,703,339,764,940,800,000.00	\$1,934,281,311,383,406,679,529,881,600,000.00	\$3,868,562,622,766,813,359,059,763,200,000.00	\$7,737,125,245,533,626,718,119,526,400,000.00	\$15,474,250,491,067,253,436,239,052,800,000.00	\$30,948,500,982,134,506,872,478,105,600,000.00	\$61,897,001,964,269,013,744,956,211,200,000.00	\$123,794,003,928,538,027,489,912,422,400,000.00	\$247,588,007,857,076,054,979,824,844,800,000.00	\$495,176,015,714,152,109,959,649,689,600,000.00	\$990,352,031,428,304,219,919,299,379,200,000.00	\$1,980,704,062,856,608,439,838,598,758,400,000.00	\$3,961,408,125,713,216,879,677,197,516,800,000.00	\$7,922,816,251,426,433,759,354,395,033,600,000.00	\$15,845,632,502,852,867,518,708,790,067,200,000.00	\$31,691,265,005,705,735,037,417,580,134,400,000.00	\$63,382,530,011,411,470,074,835,160,268,800,000.00	\$126,765,060,022,822,940,149,670,320,537,600,000.00	\$253,530,120,045,645,880,299,340,640,075,200,000.00	\$507,060,240,091,291,760,598,681,280,150,400,000.00	\$1,014,120,480,182,583,521,197,362,560,300,800,000.00	\$2,028,240,960,365,167,042,394,725,120,601,600,000.00	\$4,056,481,920,730,334,084,789,450,241,203,200,000.00	\$8,112,963,841,460,668,169,578,900,482,406,400,000.00	\$16,225,927,682,921,336,339,157,800,964,812,800,000.00	\$32,451,855,365,842,672,678,315,601,929,625,600,000.00	\$64,903,710,731,685,345,356,631,203,859,251,200,000.00	\$129,807,421,463,370,690,713,262,407,718,502,400,00
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		4,303,809.00
		705,314.63
\$45,000.00	\$133,000.00	\$23,119,803.01

State purposes--\$631,813, net of funds.

WITNESSES OF SIGNATURES: [illegible]

[illegible]

erated the formidable number

life of this administration it has
 much upon the second year of its

[illegible][illegible][illegible]

Has Been Studying for Year, Now Starts
Another Session of Ideas.

One of the strongest arguments for the city manager form of government was that a genuine business administration—preferably with an engineer at its head—would be required

[illegible][illegible][illegible]

GENERAL	SCHOOL	WATER	Market	Me. Cem
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APPROPRIATIONS:							
General Municipal Expense.....	\$ 9,595,380.05	\$8,050,000.00	\$ 711,860.00	\$20,500.00	\$135,000.00	\$18,532,740.05	4,525,750.05
Debt Service	2,000,121.90	1,744,301.06	781,327.00				
Total Appropriations	\$11,595,501.95	\$9,794,301.06	\$1,493,187.00	\$20,500.00	\$135,000.00	\$23,052,480.10	\$1,312.91
Estimated Surplus			56,812.91	24,500.00			
Grand Total	\$11,595,501.95	\$9,794,301.06	\$1,550,000.00	\$45,000.00	\$135,000.00	\$23,119,803.01	
MEANS OF FINANCING:							
Tax Revenues:							
Limited	6,949,945.98	5,686,319.44					*12,636,265.42
Unlimited	2,900,121.90	1,744,301.06					3,744,422.96
Utility Revenues			1,550,000.00	45,000.00	135,000.00	1,730,000.00	4,303,800.00
Miscellaneous Revenues	2,043,800.00	2,260,000.00					706,314.63
Proceeds Temp. Financing.....	601,634.07	103,680.56					
Grand Total	\$11,595,501.95	\$9,794,301.06	\$1,550,000.00	\$45,000.00	\$135,000.00	\$23,119,803.01	
*\$12,636,265.42	Two per cent. of assessed valuation for County and State purposes—\$631,813,711.00						
3,744,422.96	Tax Levy to cover debt service of general and school funds.						
\$16,880,688.38	Tax Levy.						
706,314.63	Proceeds of Temporary Financing.						
6,033,800.00	Miscellaneous and Utility Revenues.						
\$23,119,803.01	Total.						

100-443887-1000

City Budget Adopted

Reduction of the burden of current expense notes by \$800,000 is the principal feature of the city's financial program for 1929, as set forth in the complete budget for general departments and schools adopted by the Common Council Monday evening.

Only a slight reduction—five cents per thousand dollars—is made in the tax rate. As there was no general change in assessments, tax bills will be in most cases about the same for 1929 as for the current year.

Under the provisions of the new charter the item of unfunded debt for current expenses, which at the end of 1927 reached a total of \$2,918,000, must be liquidated by December 31, 1933. A total of \$507,000 has been paid off this year, and the original budgets of the City Manager and the Board of Education contemplated paying off \$450,000 in 1929.

In the report of the Finance Committee to the Common Council, accompanying the revised budgets, it is pointed out that reduction in debt service for 1929 is to be brought about by transferring payment of \$860,000 of serial bond installments to 1930. This is made possible by the plan of having half of the city taxes fall due in January.

In view of this and some smaller additions to the fixed obligations for 1930, totaling altogether about \$1,000,000, the council has probably acted wisely in deciding to increase the 1929 share in reduction of current expense notes. That will make it possible to pay off less in 1930 and still keep pace with the requirement of complete current expense note liquidation by the end of 1933.

Another fiscal operation which cut down the debt service estimates in the original general and school budgets, as presented by City Manager Story and the Board of Education, is renewing a considerable part of the current expense notes, instead of providing for paying them off in the budgets and then reissuing them.

The real reduction in debt service is that arising from liquidation in 1928 of \$507,000 of current expense notes and a saving of about \$40,000 in interest due to earlier collection of taxes.

The Board of Education is allowed an increase for current expenses of \$200,000, instead of the \$450,000 asked. The board will not have as much leeway for meeting increased demands upon it as the general city departments. While the increase in the current expense budget for the general departments for 1929 is only \$167,000 over the amount appropriated for 1928, the actual expenditure in 1928 will fall about \$221,000 below those appropriations. Expenses of the departments which are under the city manager can therefore exceed 1928 expenditures by \$368,000 without going beyond the 1929 budget. Credit is due City Manager Story and other officials of the new administration for thus keeping 1928 expenses below the appropriations, but the situation confronting the Board of Education should also be understood.

In adding \$25,000 to the \$23,000 in the original estimates for city planning purposes, the Common Council is taking steps toward developing a general city plan, so necessary for co-ordination of important improvements and an orderly program of capital expenditure. An even larger increase would have been well warranted.

THREE NEW SCHOOLS IN BOARD PLAN

Two-year Program Calls for Expense of \$3,735,000 Exclusive of Sites

Commissioners Point Out That Project Would Give Much Needed Relief

In addition to the amount asked for its current expense budget, the Board of Education has prepared a two-year building and sites budget, which calls for an expense of \$3,735,000, exclusive of the cost of sites.

The Board yesterday sent printed copies of its 1929 current expense budget to the City Manager and to the City Council. It also began the distribution of copies to business men and other citizens.

Proposed Construction Program

Of the amount named in the two-year building and sites budget, the Board is asking the Council to appropriate \$1,790,000 for building construction, and \$100,000 for sites—a total of \$1,890,000 for 1929. It is proposed to expend this money in building the Chester A. Dewey School No. 32 and elementary school No. 46; and in erecting additions to Washington Junior High School, Henry W. Longfellow School No. 26, Samuel A. Lattimore School No. 11, and Jefferson Junior High School; in remodeling Kodak School No. 41, and in acquiring additional land at the following elementary schools: School No. 14, Whitney No. 17, Lincoln No. 22, Hawthorne No. 25, Otis No. 30, and Audubon No. 33.

All of these projects have been pressing for remedy for a long time, the Board points out. The situation at Washington Junior High has been acute for at least five years, and all contributing schools have been compelled to hold back their seventh grades, with the result that all of these schools are crowded. The new Benjamin Franklin Junior-Senior High School is expected to give considerable relief to Washington Junior, but the relief will be more to East High School than to Washington, if the schools are to get the necessary relief. With the proposed addition, Washington would function fully as a junior high school, which it has not done in several years.

Would Abandon Portables

The building program of the Board provides for the abandonment of 63 portables and two dwellings now used for school purposes. Housed in these makeshift buildings are 1,845 children. Besides, it would give relief to 173 pupils now on part time.

The program also provides for adequate health facilities, a cafeteria and an assembly hall at Washington Junior High, and suitable health facilities at Jefferson Junior High. Both of these schools have stood in need of these facilities for years. Jefferson never has been adequately provided for in respect to facilities for health education.

Included in the program is relief for Charlotte High School, where 220 pupils now are housed in portables and annexes.

Michael Stern building in Smith Street and placed in the same building. The two schools now have taken up all of the available space in the building, and work of both is handicapped. The Pre-vocational School occupies old No. 25, abandoned years ago as an elementary school building.

More Playground Space Needed

Additional playground space is required at a number of elementary schools, if the children are to get the full advantage of health

education and play under safe conditions. The Board plans the completion of the Benjamin Franklin Junior-Senior High School in the Summer of 1930 will give relief to Washington Junior High, Monroe Junior-Senior High, and those housed in the two annexes of East High School.

The Board has thus set up a specific building program whose continuity can be maintained as the needs appear, which continuity, it believes, is necessary, if the educational program is to be carried on with the least interruption and the least expense.

The Board's estimate of building and sites needs is based on careful surveys and studies carried on through a long period of time, and the needs as demonstrated in the schools concerned.

How far this program can be carried through, and whether it can be maintained without interruption, depends, of course, upon how far the city is able to go in financing it.

Welcomes Suggestions

In presenting its budget to the public in monograph form, the Board is following the policy it set up last year. Comments and criticisms of both budgets will be welcomed, and questions concerning them will be gladly answered, says the Board in presenting the publication.

The current expense part of the budget is devoted to analyses of the factors entering into cost of maintaining the public school system, each set out with graphs and tabulations of figures covering the years from 1920 to and including the present. This current expense budget was published in the Democrat and Chronicle at the time it was presented to the City Council several weeks ago.

Steady Progress In Fight On Smoke Reported By Bureau

Density Over City Cut in Half, Figures of Inspectors Show—Many Firms Will Reconstruct Heating Plants—Cooperation Is Commended.

That great strides are being made in riding Rochester of the smoke nuisance, through co-operation between the city and manufacturers, became known today with announcement by the Bureau of Building that 153 firms are expending approximately \$297,000 for equipment to overcome this menace.

Since Jan. 1 officials of the Department of Public Works have bent every energy to enforce a stringent smoke abatement ordinance. Today a report by John G. Ellend, superintendent of building, states that estimates show the smoke nuisance has been reduced from 25 per cent density to between 32 and 35 per cent density.

Reconstruction Planned

Besides the 153 firms, which are spending \$297,000 for new equipment, 44 additional firms are planning reconstruction work which will reduce the nuisance, Mr. Ellend reports.

The smoke menace is a major problem in all large cities. Damage caused by it reaches millions of dollars in the country annually, officials declared. Careful surveys have been conducted with the view of determining the extent of damage. Included in the list of damage is the deterioration in paint and interior decorating. Health is reported seriously imperiled.

"The smoke ordinance knows no friends," said Commissioner of Public Works Harold W. Baker in discussing the work accomplished in 1928. "There has been wonderful co-operation from firms which heretofore were bad offenders. About 50 per cent. of the excess smoke is caused by carelessness or

improper firing, and Mr. Ellend, Mr. Lewis, and John C. Maxon, chief smoke inspector, have brought home to engineers of Rochester's industrial plants that this sort of thing will not be tolerated."

Little Opposition

With few exceptions engineers have fallen in line willingly, the commissioner said, but in its relation to these men the city holds a whip hand, it was explained. If an engineer continues to show lack of co-operation after being warned that his chimneys are pouring too much smoke over the community, the city informs him that his license will not be renewed the following year.

As far as the firms themselves are concerned, Mr. Baker said, the teeth of the law are only brought into use when co-operation is absolutely refused.

"The fact that nearly 300,000 has been, or is being expended at present for new equipment or reconstruction work proves that the firms of the city now realize the importance of this move to clear the air and are going the limit to aid the city in its effort to protect the health and property of its citizens," he said.

A simple but effective machinery has been established to check on the smoke situation. The city has taken over the tower of the Lincoln-Alliance Bank Building in Main Street East, and a telescope has been set in place. Mr. Maxon, the chief inspector, spends his days, and many nights, in this tower watching the city's smokestacks.

When an offending chimney is spotted, Mr. Maxon looks on his chart to see to whom the chimney belongs, and immediately calls the firm on the telephone. The engineer of the plant is known to Mr. Maxon and is held to account.

done a great deal of work at Albany, provides that all buildings in which people are to live will have to be built in such a manner that they will adequately serve the families of another generation. You shouldn't oppose this bill. Certainly you shouldn't oppose it unless you have taken the trouble to give close study to all of its provisions and intentions."

WIDENED WITH BROAD STREET PLAN

Goodwin Says Work Should Be Begun at Once at South Avenue

TALKS BEFORE REALTORS

Senator Whitley Tells Why He Favors New Bill Known as Dwellings Law

Next to the Ridge Road bridge over the Genesee River, the extension of Broad Street is the most important project facing the city government, Harry C. Goodwin, councilman, told members of the Real Estate Board at a luncheon meeting in the Powers Hotel yesterday noon.

Mr. Goodwin shared honors at the luncheon meeting with Representative-elect James L. Whitley, who spoke briefly on the new bill to be known as the Dwellings law, which will be presented to the Legislature next month.

In Class with Subway

"In addressing myself to the matter of extending Broad Street, let me make it plain that I speak as an individual and not as the spokesman for either executive or administrative branches of the city," Mr. Goodwin said.

"In my opinion the extension of Broad Street is, next to building the Ridge Road bridge, the most important project facing us today. The extension of this street will have a bearing on the city at large which, in my estimation, but contrary to the opinion of some of the other councilmen and some of the members of the executive staff, lifts it out of the class of local improvements and puts it into a class with the subway itself.

"Sentiment seems to have crystallized into two well-defined ideas as to the method of approach. One is to start work in the middle, between Chestnut or William and Alexander Street. The other is to start at South Avenue and go east. Personally, I cannot see the advantage of starting in the middle. By so doing you will not have an extension, but simply an opening into which traffic will pour from several directions, and then have to seek its way out.

Would Boost Values

"It would seem best to start at South Avenue and make extension as rapidly as possible. The minute, for example, the Osburn House is torn down, people will realize that Broad Street is no longer a dead street. Another point in favor of starting at South Avenue is that such a start will have an immediate and beneficial effect on Main Street East. Anything you can do to relieve congestion in Main Street East will improve the value of property on that street.

"Any city center plan that we may put through will, by the very nature of things, require an extension of Broad Street from South Avenue. The larger ones which will come after an impartial study of their merits or demerits will be well worth waiting for. And the few years which their development necessitates should not be withheld by a reversion to the political administrations which we have experienced in the past.

More power to the city manager!

A SUBSCRIBER.
Rochester, Nov. 15, 1928.

done a great deal of work at Albany, provides that all buildings in which people are to live will have to be built in such a manner that they will adequately serve the families of another generation. You shouldn't oppose this bill. Certainly you shouldn't oppose it unless you have taken the trouble to give close study to all of its provisions and intentions."

Notes Achievements Under New Charter

Editor, Times-Union:

Now that the national issues are disposed of, we may and should give some attention to our own local government. The city manager form of government, during its first 10 months of incumbency, has been subjected to many complaints, some of them just and many, perhaps most of them, unjust. Mr. Story, when he assumed the reins of local government, had and in fact still has a tremendous task ahead of him, and the administration of any reform is always made extremely difficult by a lack of precedent. But in the face of much adverse comment, coming in many instances from the old faction, the city manager and his cabinet have done wonderfully well. The results bear out a quotation from Goethe's "Reflections and Maxims" in which he asserts that, "Against criticism a man can neither protect or defend himself. He must act in spite of it and then criticism will gradually give in to him."

We have had for years the promises of political orators. Each political campaign brought on more and better promises. And no results. Therefore, when we read the request of Commissioner of Public Safety George Nier for 24 more policemen, with the added statement that the salary for each one may be paid for with the savings which he has made in his department, even the most grudging must give all credit to him. Mr. Baker in his department has worked wonders, in fact, the improvement all along the line is real and obvious that only most unreasonable would deny it.

Leaving the financial side to speak for itself, we find the human side of the city government in a wholesome condition. The relief felt by city employees at their release from political dependency is reflected in the administration of the minor city offices and bureaus. Under the old order no person could hold a city position without a political bargain, and no employee, regardless of qualifications, might aspire to an executive position in his department. All this has been changed by Mr. Story, and in several instances he has picked men from subordinate positions to head their department. These acts alone have been encouraging to the city employee and the result has been apparent in an increased desire on their part to give better service.

Another improvement which may be noted in passing is the elevation of the civil service system to a position of integrity. In the past some of the acts of this system have been decidedly unlike Caesar's wife. Under Mr. Nier the system has been restored to the status of a nonpartisan organization and is functioning on the high plane for which it was originally intended. In short, the system of fair play has been advanced to the front rank by the present form of city government, and if they had done nothing else during their tenure they would still be gratefully remembered by the city as a whole for this improvement.

So let us give credit where it is due. As was stated in the first part of this letter, Mr. Story has a tremendous task ahead of him. The improvements which have been made by his administration so far have only been skin deep, so to speak. The larger ones which will come after an impartial study of their merits or demerits will be well worth waiting for. And the few years which their development necessitates should not be withheld by a reversion to the political administrations which we have experienced in the past.

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G. O. P. FACTIONS WAR OVER NIER

Smoldering beneath an "armed" truce for almost a year, the enmity between the regular Republican organization and their successors at the helm of Rochester's municipal government, the city manager group, today threatened to burst into the open.

The rock on which opposing forces seem to have split is Safety Commissioner Nier's proposal to regrade the Detective Bureau to promote four more sleuths to the grade of sergeant.

Commissioner Nier's proposal, which is based on his expressed desire to reward some of the hard working detectives on the force, is to be reported out of the Personnel Committee at the City Council meeting tonight.

EXPECTS TO LOSE

An unfavorable verdict on the bill is expected, but the same committee, it is believed, will approve the proposal to appoint twenty new patrolmen.

The principal opposition from the organization to the regrading idea is predicated on the fact that Nier, a staunch City Manager adherent, will have in his power the designation of the "new sergeants," thus placing considerable valuable patronage in the hands of the present city government.

Councilman Harry C. Goodwin said he would not permit the suggestion of Mr. Nier to die in committee and added that he could not see what should block a program that was aimed at the "good of the service."

NIER TO ATTEND

Mr. Nier himself was prepared to attend tonight's session of the Council to meet any opposition arguments.

"There must be an incentive for men to work more than the regular hours a day on police business," he declared. "Recently we had men on the job continuously for thirty-six hours. There are certain detectives who carry the burden of work and there should be a grading whereby they could be rewarded."

GOVT. IS BEST, UTICANS TOLD

Councilman Goodwin Tells Civic Group How Graft in Rochester Finances Was Uncovered.

City Councilman Harry C. Goodwin is now urging the City of Utica to adopt the city manager form of government.

He spoke before the Civic Club in Utica Saturday night on the benefits to be derived from the manager form.

As evidence, he declared that the administration in Rochester in less than a year brought to light irregularities by which thousands of dollars were deliberately stolen from the city every year. As a result, he said, three men are now under indictment awaiting trial.

Utica has already beaten a proposal to install city manager government, but Mr. Goodwin said the citizens turned down the new form either because they did not understand the system or because the power of the political machine of one party or the other or both was too great.

"After a city adopts city manager government, the fight is only begun," Mr. Goodwin continued. "After it is in operation the machines see how much more powerful they could be if they got control.

"If you in Utica again set out to get city manager government, be prepared to fight for it over a term of years after you get it. After a few years, the people become sold on city manager government and no political machine is powerful enough to change it."

OVERDUE TAXES MAY BE CUT BY NEW SYSTEM

Million and Half of 1928 Levy Still Uncollected, Comptroller Reports—Borrowing Necessary.

The new system of tax collection to be inaugurated in Rochester the first of the year, which permits the payment of tax bills in two equal installments, is expected to reduce the amount of overdue taxes listed at the close of each year.

Comptroller Clarence E. Higgins announced today that the 1928 overdue taxes approximated \$1,500,000. This condition he considers very favorable and points out that the tax levy was higher than year than in 1927.

Of the amount now overdue Mr. Higgins expects to collect between \$500,000 and \$600,000 by the end of December.

"By the close of 1928 I believe we will have collected about 90 per cent of the year's taxes," the comptroller said, "a percentage of the taxes we usually collect in the year they are due."

"At present there is outstanding about \$300,000 in overdue 1927 taxes. This amount will be cleaned up gradually."

Mr. Higgins said that where the installment system of payment of taxes has been in force, experience has shown that there is a greater percentage of taxes paid in the year they are due. This system, he said, is favored by the International Association of Comptrollers and Accounting Officers.

The city will be obliged to borrow from time to time to take up the slack caused by nonpayment of taxes, but Mr. Higgins said no borrowing will be made for this purpose before next month, and that no money will be borrowed until the need arises.

Editor, Rochester Journal:

I was interested in your editorial objecting to so many studies being carried on by the Rochester city government without ever getting down to actual work in carrying out any of these plans they have been making.

I do not pay taxes in the city, but have been watching this business from afar, and it has seemed to me for quite a while that they have just been going through the motions of doing work without really doing any.

Will Rogers, the anti-bunk candidate for president, said nothing outside of traffic, has held this country back so much as committees. But when the Rochester government wants to make a master stroke, it just appoints another committee.

I am glad to see someone say "en for it."

ERNEST WEMPLESS,
Brighton.

EMBALMING SCHOOL PROBED

Members of the City Zoning Advisory Board, responding to a demand of indignant neighbors, today began an investigation of an alleged embalming school at No. 1064 Culver Road.

The investigation grew out of an application for a zoning exception to permit establishment of undertaking parlors at this location. The application was made by Otto Rohr. Neighbors protested, charging that the undertaking establishment already existed there, but that it was now being operated as an em-

GAS STATION IN PLYMOUTH AVE. PLANNED

Standard Oil May Build at Edinburgh Street Corner—Embalming School Brings Protest.

An elaborate gasoline station is planned by the Standard Oil Company on the northeast corner of Edinburgh Street and Plymouth Avenue, pending approval of the Zoning Advisory Board and City Manager Stephen E. Story.

Application for a permit was made to the board yesterday, and the board will give its approval if Mr. Story agrees. The oil company promises to deed to the city a strip of land at the front of the property 17 feet wide for a flower bed. The site overlooks the Plymouth Avenue park and is owned by C. O. Peckens.

Protest was voiced by owners of property near 1064 Culver Road yesterday before the zoning board in relation to an application for permit to locate an undertaking establishment at that address.

The application was filed with the board by Otto Rohr. The property owner, who protested, declared an undertaking establishment has been located at the address as well as an embalming school. This they hold is a violation of the law.

Investigation of these charges is to be made immediately by the zoning board.

URGES CITY AID TO JOBLESS

Financial assistance to families, in distress because of unemployment, should come from funds provided by city taxes, rather than from the Community Chest.

John P. Sanderson, secretary of the Social Welfare League, yesterday recommended this to its members at a meeting yesterday at the Women's City Club.

Public work as a solution of the problem of unemployed able bodied men, might be planned by the city if relief was in its hands, Mr. Sanderson said.

Henry H. Stebbins Jr. was elected president of the league, succeeding the Rev. Dr. Samuel Tyler, rector of St. Luke's Episcopal Church.

Other officers elected were: First vice president, Herbert W. Bramley; second vice president, Mrs. Richard T. Ford; treasurer, Le Roy E. Snyder; director to serve for five years, William A. E. Drescher, Mrs. Walter S. Meyers, and Henry H. Stebbins Jr.

balming school, operating without permission, with students coming and going daily to receive instructions that would fit them to pass the state embalming examinations. The neighbors raised such a protest that the members of the board promised to investigate and report at its next meeting in two weeks.

City Budget Adopted

Reduction of the burden of current expense notes by \$800,000 is the principal feature of the city's financial program for 1929, as set forth in the complete budget for general departments and schools adopted by the Common Council Monday evening.

Only a slight reduction—five cents per thousand dollars—is made in the tax rate. As there was no general change in assessments, tax bills will be in most cases about the same for 1929 as for the current year.

Under the provisions of the new charter the item of unfunded debt for current expenses, which at the end of 1927 reached a total of \$2,918,000, must be liquidated by December 31, 1933. A total of \$507,000 has been paid off this year, and the original budgets of the City Manager and the Board of Education contemplated paying off \$450,000 in 1929.

In the report of the Finance Committee to the Common Council, accompanying the revised budgets, it is pointed out that reduction in debt service for 1929 is to be brought about by transferring payment of \$860,000 of serial bond installments to 1930. This is made possible by the plan of having half of the city taxes fall due in January.

In view of this and some smaller additions to the fixed obligations for 1930, totaling altogether about \$1,000,000, the council has probably acted wisely in deciding to increase the 1929 share in reduction of current expense notes. That will make it possible to pay off less in 1930 and still keep pace with the requirement of complete current expense note liquidation by the end of 1933.

Another fiscal operation which cut down the debt service estimates in the original general and school budgets, as presented by City Manager Story and the Board of Education, is renewing a considerable part of the current expense notes, instead of providing for paying them off in the budgets and then reissuing them.

The real reduction in debt service is that arising from liquidation in 1928 of \$507,000 of current expense notes and a saving of about \$40,000 in interest due to earlier collection of taxes.

The Board of Education is allowed an increase for current expenses of \$200,000, instead of the \$450,000 asked. The board will not have as much leeway for meeting increased demands upon it as the general city departments. While the increase in the current expense budget for the general departments for 1929 is only \$167,000 over the amount appropriated for 1928, the actual expenditure in 1928 will fall about \$221,000 below those appropriations. Expenses of the departments which are under the city manager can therefore exceed 1928 expenditures by \$368,000 without going beyond the 1929 budget. Credit is due City Manager Story and other officials of the new administration for thus keeping 1928 expenses below the appropriations, but the situation confronting the Board of Education should also be understood.

In adding \$25,000 to the \$23,000 in the original estimates for city planning purposes, the Common Council is taking steps toward developing a general city plan, so necessary for co-ordination of important improvements and an orderly program of capital expenditure. An even larger increase would have been well warranted.

THREE NEW SCHOOLS IN BOARD PLAN

Two-year Program Calls for Expense of \$3,735,000 Exclusive of Sites

Commissioners Point Out That Project Would Give Much Needed Relief

In addition to the amount asked for its current expense budget, the Board of Education has prepared a two-year building and sites budget, which calls for an expense of \$3,735,000, exclusive of the cost of sites.

The Board yesterday sent printed copies of its 1929 current expense budget to the City Manager and to the City Council. It also began the distribution of copies to business men and other citizens.

Proposed Construction Program
Of the amount named in the two-year building and sites budget, the Board is asking the Council to appropriate \$1,780,000 for building construction, and \$100,000 for sites—a total of \$1,880,000 for 1929. It is proposed to expend this money in building the Chester A. Dewey School No. 52 and in erecting additions to Washington Junior High School, Henry W. Longfellow School No. 36, Samuel A. Lattimore School No. 11, and Jefferson Junior High School; in remodeling Kodak School No. 41, and in acquiring additional land at the following elementary schools: School No. 14, Whitney No. 17, Lincoln No. 22, Hawthorne No. 25, Otis No. 30, and Audubon No. 32.

All of these projects have been pressing for remedy for a long time, the Board points out. The situation at Washington Junior High has been acute for at least five years, and all contributing schools have been compelled to hold back their classes in order to accommodate the overflow.

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More Playground Space Needed
Additional playground space is required at a number of elementary schools, if the children are to get the full advantage of health

education and play under satisfactory conditions. The building of the Benjamin Franklin Junior-Senior High School in the Summer of 1930 will give relief to Washington Junior High, Monroe Junior-Senior High, and those housed in the two annexes of East High School.

The Board has thus set up a specific building program whose continuity can be maintained as the needs appear, which continuity, it believes, is necessary, if the educational program is to be carried on with the least interruption and the least expense.

The Board's estimate of building and sites needs is based on careful surveys and studies carried on through a long period of time, and the needs as demonstrated in the schools concerned.

How far this program can be carried through, and whether it can be maintained without interruption, depends, of course, upon how far the city is able to go in financing it.

Welcomes Suggestions
In presenting its budget to the public in monograph form, the Board is following the policy it set up last year. Comments and criticisms of both budgets will be welcomed, and questions concerning them will be gladly answered, says the Board in presenting the publication.

The current expense part of the budget is devoted to analyses of the factors entering into cost of maintaining the public school system, each set off with graphs and tabulations of figures covering the years from 1920 to and including the present. This current expense budget was published in the Democrat and Chronicle at the time it was presented to the City Council several weeks ago.

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THREATENED WITH BROAD STREET PLAN

Goodwin Says Work Should Be Begun at Once at South Avenue

TALKS BEFORE REALTORS
Senator Whitley Tells Why He Favors New Bill Known as Dwellings Law

Next to the Ridge Road bridge over the Genesee River, the extension of Broad Street is the most important project facing the city government, Harry C. Goodwin, City Engineer, said today.

The Ridge Road bridge, which is now being replaced, will be a landmark in the city's history. It is the only bridge of its kind in the city, and its replacement is a matter of great importance.

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Notes Achievements Under New Charter

Editor, Times-Union:
Now that the national issues are disposed of, we may and should give some attention to our own local government. The city manager form of government during its first 10 months of incumbency has been subjected to many complaints, some of them just and many, perhaps most of them, unjust. Mr. Story, when he assumed the reins of local government, had and in fact still has a tremendous task ahead of him, and the administration of any reform is always made extremely difficult by a lack of precedent. But in the face of much adverse comment, coming in many instances from the old faction, the city manager and his cabinet have done wonderfully well. The results bear out a quotation from Goethe's "Reflections and Maxims" in which he asserts that, "Against criticism a man can neither protect or defend himself. He must act in spite of it and then criticism will gradually give in to him."

We have had for years the promises of political orators. Each political campaign brought on more and better promises. And no results. Therefore, when we read the request of Commissioner of Public Safety George Nier for 24 more policemen, with the added statement that the salary for each one may be paid for with the savings which he has made in his department, even the most grudging must give all credit to him. Mr. Baker in his department has worked wonders, in fact, the improvement all along the line is real and obvious that only most unreasonable would deny it.

Leaving the financial side to speak for itself, we find the human side of the city government in a wholesome condition. The relief felt by city employees at their release from political dependency is reflected in the administration of the minor city offices and bureaus. Under the old order no person could hold a city position without a political bargain, and no employee, regardless of qualifications, might aspire to an executive position in his department. All this has been changed by Mr. Story, and in several instances he has picked men from subordinate positions to head their department. These acts alone have been encouraging to the city employee and the result has been apparent in an increased desire on their part to give better service.

Another improvement which may be noted in passing is the elevation of the civil service system to a position of integrity. In the past some of the acts of this system have been decidedly unlike Caesar's wife. Under Mr. Nier the system has been restored to the status of a nonpartisan organization and is functioning on the high plane for which it was originally intended. In short, the system of fair play has been advanced to the front rank by the present form of city government, and if they had done nothing else during their tenure they would still be gratefully remembered by the city as a whole for this improvement.

So let us give credit where it is due. As was stated in the first part of this letter, Mr. Story has a tremendous task ahead of him. The improvements which have been made by his administration so far have only been skin deep, so far as the larger ones which will come after an impartial study of their merits or demerits will be well worth waiting for. And the few years which their development necessitates should not be withheld by a reversion to the political administration which we have experienced in the past.

More power to the city manager! A SUBSCRIBER.
Rochester, Nov. 15, 1928.

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Councilman Goodwin Tells Civic Group How Graft in Rochester Finances Was Uncovered.

City Councilman Harry C. Goodwin is now urging the City of Utica to adopt the city manager form of government.

He spoke before the Civic Club in Utica Saturday night on the benefits to be derived from the manager form.

As evidence, he declared that the administration in Rochester in less than a year brought to light irregularities by which thousands of dollars were deliberately stolen from the city every year. As a result, he said, three men are now under indictment awaiting trial.

Utica has already beaten a proposal to install city manager government, but Mr. Goodwin said the citizens turned down the new form either because they did not understand the system or because the power of the political machine of one party or the other or both was too great.

"After a city adopts city manager government, the fight is only begun," Mr. Goodwin continued. "After it is in operation the machine see how much more powerful they could be if they got control."

"If you in Utica again set out to get city manager government, be prepared to fight for it over a term of years after you get it. After a few years, the people become sold on city manager government and no political machine is powerful enough to change it."

The Ridge Road bridge, which is now being replaced, will be a landmark in the city's history. It is the only bridge of its kind in the city, and its replacement is a matter of great importance.

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OVERDUE TAXES MAY BE CUT BY NEW SYSTEM

Million and Half of 1928 Levy Still Uncollected, Comptroller Reports—Borrowing Necessary.

The new system of tax collection to be inaugurated in Rochester first of the year, which provides for payment of tax bills in installments, is expected to reduce the amount of overdue taxes at the close of each year.

Comptroller Charles Higgins announced today that the condition of the city's tax levy was higher in 1927.

Of the amount now due, Higgins expects to collect \$500,000 and \$600,000 by the end of the year.

"By the close of 1928 I believe we will have collected about 90 percent of the year's taxes," the comptroller said, "a percentage of the taxes we usually collect in the year they are due."

"At present there is outstanding about \$500,000 in overdue 1927 taxes. This amount will be cleaned up gradually."

Mr. Higgins said that where the installment system of payment of taxes has been in force experience has shown that there is a greater percentage of taxes paid in the year they are due. This system, he said, is favored by the International Association of Comptrollers and Accounting Officers.

The city will be obliged to borrow from time to time to take up the slack caused by nonpayment of taxes, but Mr. Higgins said no borrowing will be made for this purpose before next month, and that no money will be borrowed until the need arises.

Editor, Rochester Journal:
I was interested in your editorial objecting to so many studies being carried on by the Rochester city government without ever getting down to actual work in carrying out any of these plans they have been making.

I do not pay taxes in the city, but have been watching this business from

STEP TAKEN IN EXTENSION OF BROAD ST.

Ordinance Given to Council
Provides \$15,000 To Make
Appraisal of Costs

PRESENTED BY GOODWIN

Bill for Widening of Court
Street Adopted; Plymouth
Folks Ask for Concrete

By HIRAM MARKS

The first definite step to bring about the extension of Broad Street eastward, was taken last evening, when Councilman Harry C. Goodwin presented a resolution to the City Council authorizing the borrowing of \$15,000 to obtain an appraisal of the cost of the improvement.

Mayor Joseph C. Wilson referred the ordinance to the finance committee, which consists of the Mayor, Vice-Mayor Isaac Adler, and Councilman Edward P. Flynn. City Manager Stephen B. Story told a previous meeting of the Council that before steps could be taken to prepare ordinances for Broad Street extension, it would be necessary to determine the cost of the actual construction and the cost of the property that would have to be acquired.

Will Avoid Guesswork

Councilman Goodwin urged that the appraisal along the lines suggested by Mayor Wilson be accomplished, and his resolution provides the funds necessary to do the work. It is estimated that \$10,000 will be necessary for the real estate appraisal, and the rest for engineering estimates and other essential work. When it is completed, the estimated cost will be available within reasonable limits, and the entire project will not be based on conjecture, it is pointed out.

On the favorable report of the local improvement committee, read by Councilman Nelson A. Milne, chairman, the Council adopted an ordinance for the widening of Court Street, 16 feet on the south side, between South Avenue and South Street. The estimated cost of the improvement is \$147,200, and Harold W. Baker, commissioner of public works, has worked out assessment zones covering a wide area, with the cost distributed in accordance with the expected benefits from the improvement.

The Lake Avenue asphalt pavement ordinance, for the section between Winchester Avenue and the Buffalo, Rochester & Pittsburgh Railway, came up for final hearing last evening. No allegations were made, either in favor or in opposition. In response to an inquiry from Councilman Flynn, the statement was made by Councilman Milne that the local improvement committee would report on the ordinance next Monday evening, and it is expected that final action will be taken then. The ordinance provides for a distribution of cost along lines said to be satisfactory to the abutting property owners, and represents conferences between the committee members and the interested property owners.

Mayor Wilson presented a petition for the introduction of another ordinance for an asphalt pavement by Councilman Milne, providing for a 50-foot pavement and a six and one-half foot sidewalk. The ordinance was withdrawn provided for an eight-foot sidewalk, but it necessitated the removal of a long stretch of terraces, and this was opposed by their owners, and to eliminate this situation the walk was narrowed. The local improvement committee will decide whether there shall be an asphalt or concrete pavement in the street.

Mr. Story presented a communication from Arthur Vedder, secretary of the City Planning Commission, transmitting the approval of the commission to the widening of Court Street, also a communication from Commissioner Baker designating asphalt as the type of pavement in Lake Avenue. He also presented a communication of Commissioner Baker estimating the cost of snow removal in the twelve districts in Rochester at \$156,000. Separate estimates are prepared for each district, and the contracts will be awarded by competitive bidding. There were no appearances when the authorizing ordinance was called for hearing.

More Time on Police Bill

After discussion the Council granted another week to the personnel committee for study of the ordinance regarding the Police Bureau by the addition of 20 patrolmen and four detective-sergeants. Councilman Flynn presented an ordinance giving authority to Comptroller Clarence E. Higgins, to borrow \$1,500,000 for overdue taxes. Councilman William S. Duran presented an ordinance directing the reassessment of the cost of Court Street pavement, and Councilman Milne presented ordinances for a cinder pavement in Westmouth Street and a camadam pavement in Desmond Street, also an amendment to the ordinance for McNaughton Street sewer. Councilman Louis S. Foulkes presented a petition for an asphalt pavement in Stuart Street.

the city is working. If there is to be a Nier a vote of confidence, by adding the City Plan, there must be a steady approach towards it, and the Street project offers an important step in that direction.

There is no dispute between the city authorities and the advocates of the Broad Street extension over the desirability of this improvement. It is agreed by virtually everybody that there is imperative need for a parallel to Main Street that will cut completely across the city, and that the Broad Street extension must come eventually. When it comes to demanding that this project be placed ahead of other needed projects, the fireworks begin. Not everybody agrees that this is the most important task ahead of the city.

City Manager Story told some weeks ago of the problems presented by the Broad Street project. The cost would be staggering, for one thing, and there are other problems relating to the condemnation of buildings and the matter of fair assessments. The City Council has advised caution in embarking on the elaborate financial program that would be involved. Mr. Story's Financial Advisory Committee is now engaged in going over the whole ground thoroughly. With the benefit of the \$10,000,000 exemption limit that will be available the first of the year, it seems certain that the plan can be financed if there is a strong will in the city to do it.

The one point that weighs more strongly than anything else in demanding that the Broad Street project be placed ahead of other improvements is its relation to the Civic Center. It is hardly conceivable that the Civic Center, with all that it means to a greater Rochester, can materialize until Broad Street is extended into a thoroughfare that will be a fitting approach for the kind of buildings planned. If Rochester believes thoroughly in the Civic Center and its possibilities for beauty and utility, the sooner a beginning is made in bringing it to reality the better.

Mayor & Councilmen Defend Themselves

Rochester today has a politically unbossed mayor and eight other members of the City Council equally above reproach for political associations. They so declared themselves, boldly and emphatically, at last night's meeting.

Not since the early days when Harry C. Goodwin drifted down through the old Tronton camp meeting grounds, from St. Lawrence County to Hamilton County, has he or anybody else provoked such an old time "experience meeting" as was staged by the City Council last night. He was the master of this show.

It all happened because of a newspaper report that Safety Commissioner Nier's program for regrading the Detective Bureau and creating four additional detective sergeants was caught between the politics of the Republican organization and the politics of Leo A. MacSweeney and Harry C. Goodwin.

This led Mr. Goodwin to hit the sawdust trail with the bold statement that not a man in the world could accuse him of being a political asset, as not a politician in the city would have anything to do with him.

He called on his fellow councilmen to give Safety Commissioner Nier a vote of confidence, by adding the City Plan, there must be a steady approach towards it, and the Street project offers an important step in that direction.

Eliminating the Smoke

The discovery by the superintendent of building that the smoke density in the air that Rochesterians breathe has been reduced from 85 per cent. to between 32 and 35 per cent. is a happy reward for the long campaign that health officials and women's organizations have waged on behalf of Rochester lungs. Long continued agitation, backed by determined laws covering factories and engineers, has produced results that must be gratifying to those responsible for it.

Health Officer Goler in the past has offered vivid evidence of the harm that smoke does to human lungs. It is, in fact, a poison and repeated doses of it is bound to mean impaired vitality, lowered efficiency and perhaps serious disease. And through all of the arguments presented by him and others ran the thought that smoke fumes can be avoided by the use of scientific methods.

It is now reported that 153 Rochester concerns are using smoke-prevention apparatus, costing approximately \$297,000, and that forty-four others are planning installation of similar equipment. Educational work among engineers and stokers, with the anti-smoke ordinance to back it up, has produced the right co-operation.

With soot and smoke virtually eliminated from the air in Rochester, there is no doubt that health will be correspondingly improved. Here is very practical evidence of what can be done to eliminate avoidable causes of disease from a large community.

Broad Street Extension

Extension of Broad Street eastward is a major public improvement for which demand is increasing. It will cost a large sum, but should correspondingly increase taxable values, in addition to relieving traffic congestion.

Every important improvement should fit into a general city plan. No such plan has as yet been drawn up, but there is every indication that if and when it is worked out, Broad Street extension will fit into the picture.

The extension is a well nigh essential accompaniment of the proposed development of a civic center on the river site. Even if the city should lack the vision to carry out the civic center idea, East Side traffic requirements and effective development of an important area call for the new street.

If the resolution introduced by Councilman Harry C. Goodwin is adopted, an appraisal will be made and engineering estimates prepared which will give the information regarding the cost of the work necessary for outlining a financing plan.

UNEMPLOYED ASK COUNCIL FOR RELIEF

Resolutions urging the Common Council to take a hand in the alleviation of the unemployment situation, were adopted at a meeting of the Unemployed Council of Rochester last night at the Labor Lyceum, attended by a hundred men and a few women.

Among the remedial measures demanded are: Establishment of public kitchens and municipal lodges; houses to be administered by a commission made up of members of trade unions, the Unemployed Council, and factory committees; municipal free medical treatment; inauguration of a building program to include a bridge over the Genesee River at Ridge Road; improvement of gateways to the city, extension of Broad Street and Cumberland Street and the enlarging and increasing of schools.

It was resolved that the federal government should be called on to set up a federal system of unemployed insurance and to pass a law providing for emergency help.

DIETRICH GETS ADJOURNMENT

Realization that he faced a term in Auburn Prison, caused Alexander Dietrich, twenty-eight, No. 86 Aab Street, former statistician in the Bureau of Building, today to request an adjournment of sentence by County Judge Spencer. It was granted and November 28 was set for sentence.

This was the second adjournment given the former city employee since he pleaded guilty to an indictment charging third degree forgery, October 29. The first request was made by his attorney, Charles E. Bostwick.

DISMISSED IN MAY

Dietrich, dismissed in May from employ of the city, was arrested in July after auditors had disclosed a shortage of \$8,725.50 in accounts of the Bureau of Building.

At that time he admitted theft of \$1,491, according to police, an amount he had returned to the city last January after confessing to former Comptroller Wilson, now mayor, to stealing that amount.

Since his indictment, he has been at liberty in \$2,500 bail, continued since he entered his plea of guilty. He faces a maximum sentence of five years in prison.

REFUSES COMMENT

Though Judge Spencer refused to comment on the reason for postponing sentence, other than that it was at the "defendant's request," it was learned that Mayor Wilson and Dietrich's attorney conferred with him in his chambers prior to the announcement.

Assistant District Attorney Ark also conferred with the judge in chambers. Dietrich, in court when the announcement of the adjournment was made, slipped quietly out afterward.

City Planning Developments
The City Planning Research Bureau has made recommendations that go further in their scope in city planning for the future than is ordinarily the case, even among cities that have been counted in the lead in this movement.

These recommendations are that the Mayor and the City Council request the City Planning Commission to prepare a capital improvement program covering a five or ten-year period, and at the same time request the Board of Education and the Board of Supervisors to do the same thing covering their respective units.

The bureau believes that by this method there would be co-operation among these agencies in working out a comprehensive plan by which the order of improvements would be determined, with a proper regard for necessity, economy and the other factors that should enter into such a program.

The bureau also has something to say about financing improvements. It lays down the rule that the total net debt of the city should not be permitted to exceed 75 per cent. of the constitutional limit, thus protecting the city's credit and insuring a low rate of interest.

The point is made that the adoption of such a plan would tend to stabilize property values and thus make real estate a better investment. It is contended also that the adoption of such a plan would have a tendency to attract new industries, for such a plan runs along with the business idea of things.

It is significant, in discussing the value of city plans, that New York at last has fallen into line. Mayor Walker has just announced that steps are being taken for organizing a permanent City Planning Commission, taking under consideration the problems of housing, zoning and distribution of population; port and terminal facilities; traffic regulation and street uses; sanitation and harbor pollution; highways and bridges; parks and recreational facilities. "No other subject except municipal finance," says the New York World, "out-ranks these in immediate importance, and no other subject whatever is for the long run fortunes of the city more pressing."

What is true of New York is true to some degree, depending upon its population, of every other city. The earlier this fact is realized, the easier it will be to avoid costly blunders.

Street Appraisal Unjustified If City Has No Funds to Extend Broad Street Why Spend on More Plans?

Authorizing expending \$15,000 for an appraisal of the cost of extending Broad Street, proposed in an ordinance introduced by Councilman Harry C. Goodwin in the City Council would NOT be justified unless the city is prepared to make the improvement immediately after the appraisal.

Extension of Broad Street is desirable and some day must be made—the sooner the better.

But city officials only a few weeks ago declared city finances would not permit the improvement for several years, at least. There has been no change in city finances since then.

Under such circumstances, what would be the use of undertaking an appraisal of costs now which would be obsolete as an accurate appraisal of costs when the city was ready to start the work?

Besides, authority has been given for a general survey of all the major projects which the city is considering, together with their costs. That will include Broad Street.

What the city does NOT need are more appraisals, surveys and plans until it is ready to make use of some of them. What it DOES need is a very definite plan of what it is going to do, and to START WORK on whatever improvement is to come first.

First, "we should know where we are at." And then begin actual work, or stop appraising, planning—and dreaming.

BRIDGE SURVEY STARTED WITH APPROPRIATION

Preparation of Design for
New Smith Street Span
and Study of Driving
Park Avenue Begun.

Preparation of designs for a new Smith Street bridge over the Genesee River and study of Driving Park Avenue bridge were under way today with the city's \$50,000 appropriation for a survey of bridges.

Commissioner of Public Works Harold W. Baker announced the employment of Frank P. McKibben, bridge engineer, who will take charge of the work. The city has tested the Driving Park Avenue bridge, and tabulated its findings. Mr. McKibben will make a thorough study of the condition of this bridge and compare his findings with those compiled by the city.

If it is found that the bridge needs strengthening, the work will be done. Plans for the new Smith Street bridge will be drawn under direction of the engineer.

Commissioner Baker believes the study of Driving Park Avenue bridge should be completed before the first of the year.

Mr. McKibben is a graduate of Massachusetts Institute of Technology, and is a former professor of that institution and Lehigh University. He was a consultant engineer for the General Electric Company. Three years ago he left the latter corporation, entering upon a private career in bridge construction.

Development of City Made Manager Logical

The City Manager form of government is a logical result of increase in responsibilities of municipalities with the addition of corporate functions as distinguished from governmental functions. Director of Public Safety George J. Nier told the Business Men's Luncheon Club at its weekly meeting yesterday noon in Powers Hotel, Samuel J. Danne, chairman, introduced the speaker.

"When the City of Rochester was incorporated," Mr. Nier pointed out, "its government had merely to protect the inhabitants here against fire, pestilence and disease, and to afford them police protection. As the city grew, it expanded in the direction of what are known as corporate functions, such as control of streets, sewers, water, lighting, parks and playgrounds. The city does not exercise these functions as a political subdivision of the state, but as a private corporation and a legal entity."

Zoning Board Confers on Sears Store Plans

An informal conference was conducted yesterday between members of the Zoning Board of Rochester and representatives of Sears, Roebuck & Company, of Chicago, regarding a change in zoning regulations in Pearl Street, which will enable the company to go forward with its plans to erect a branch in Rochester in Monroe Avenue between Union and Alexander Street, and extending to Pearl Street.

Streets will be closed through acquisition of the property and several parcels in a residential section will have to be classified differently. The board indicated yesterday that unless there is serious objection the exemptions will be granted. The Sears, Roebuck & Company was represented by Nimmens, Carr & Wright, architects. Final decision will be given by the board at its meeting on December 3.

City Hall Forger Given Postponement of Date of Sentence

A second postponement was granted yesterday by County Judge Nelson E. Spencer in the case of Alexander Dietrich, of 180 Hagat Street, former clerk in the Bureau of Buildings, who three weeks ago pleaded guilty to an indictment charging him with forgery, third degree, in connection with his handling of city funds.

Judge Spencer set Nov. 28 as the date for sentence and later stated he postponed was at the request of the defendant. Dietrich first came before the court for sentence on Nov. 8 and at that time his case was adjourned to yesterday.

The June Grand Jury indicted Dietrich on three counts, misappropriation of funds as a public officer, keeping false books and making false entries and forgery. An investigation revealed a shortage of \$8,725 in his books, city officials allege.

West High Boy Gets Check



Principal William H. Bennett of West High School was an interested spectator as City Manager Story presented Myron DeHollander a \$25 check as the winning prize in the Rochester-made products seal contest sponsored by the Chamber of Commerce. The presentation took place at the school assembly today.

CITY MANAGER GIVES STUDENT PRIZE AWARD

At West High School's weekly assembly this morning City Manager Story presented Myron DeHollander \$25 for the winning design in the Rochester-made Products Seal Contest sponsored by the Chamber of Commerce.

The chamber was represented by Edward C. Condy, Miss Ora Adams, supervisor of art in Rochester public schools, and Miss Zella Webster, head of the West High art department, represented the Board of Education.

The remainder of the assembly was in the nature of a musical program prepared by the West High Combined Glee Clubs under the direction of Alfred E. Spouse.

72 DOUBLE PLAN OF PAYMENT SAVES TAXES

Property Owners Are Ahead
\$40,000 a Year by Virtue
of Split Collections

FUND ON HAND FOR CITY

Interest Charges High and
Finances Tangled Under
Old System—Higgins

Interest charges of approximately \$40,000 are saved by the taxpayers through the new system of collecting taxes in January and in July instead of in May, according to Comptroller Clarence E. Higgins. When the city manager charter was drafted various measures were incorporated in it with the view of obtaining the maximum efficiency and economy in municipal government and one of the changes that strongly recommended itself to the persons charged with the responsibility of preparing the charter was the plan for making the fiscal collection of the city's funds and the expenditure of them coincide.

Previously the budget was prepared shortly after the first of the year and the taxes were collected in May. It required the borrowing of some \$600,000 to defray the expenses of the city's government until the taxes were collected. By having the tax bill rendered semi-annually, with one-half of the tax payable in January and the balance in July, there is an even flow of money into the city's treasury and virtually the entire necessity for borrowing money to carry the city over the emergency is eliminated with the result that a substantial saving is made possible to the taxpayers.

System in Other Cities
Comptroller Higgins, who with City Manager Stephen B. Story, has much to do with working out the fiscal policy for the city, points to the fact that the system in effect in Rochester under the city manager charter has been adopted in New York, Buffalo, Detroit, Cleveland, Atlanta and a score of other progressive cities.

"With the adoption of the city budget and the tax levy for the year 1925, the assessors and treasurers' offices are extending the tax roll from the anticipation of the collection of next year's taxes which become due Jan. 1," said Mr. Higgins. "The year 1925 is the one in which the complete change in the budget and tax calendar becomes effective, as provided in the city manager charter. This calendar has been moved forward so that the fiscal collecting of large amounts of money in and spending of city money coincide with the practice for years."

"The general city tax becomes due on Jan. 1, however. The payments are payable in two installments, Jan. 1 and July 1. All additions to the city tax, such as unpaid water accounts, delinquent local assessments, snow removal and assessment lighting charges, are payable with the first installment of the city tax. For instance, if the general city tax on a given piece of property is \$200, with additional items of \$20, the amount to be paid in the month of January would be \$220, the balance of \$100 being payable in July. Taxpayers have the privilege of paying all of the tax bill at the time of the first installment if they desire. However, it is expected that most people will take advantage of the two-payment plan, enabling them to have the use of one-half of the tax for several months."

On Feb. 1 and Aug. 1 the interest penalties start on the unpaid installments. The first two copies being used for the second installment."

Driving Park Bridge To Be Tested, but Not Rebuilt at Present

Plans for the construction of new bridges across the river do not contemplate a replacement of the present Driving Park Avenue bridge, Commissioner of Public Works Harold W. Baker said yesterday. So far as the present program is concerned, Mr. Baker said, the only new bridges contemplated are those to replace the Smith Street bridge and a new bridge at Ridge Road.

Frank P. McKibben, consulting bridge engineer, who has been retained by the city in connection with its bridge program, will make computations as to the strength of the Driving Park Avenue bridge, Mr. Baker said, but this does not mean that a new bridge is contemplated, he added. Mr. McKibben will make plans and a design for the new Smith Street bridge, which it is hoped to have under contract by next summer.

Surveys and preliminary work in connection with the proposed Smith Street bridge have been going on for some time. Studies also are being made in relation to approaches to the bridge.

Benefit Despite Work
While the two-payment plan of tax collection requires more clerical work, it is believed that it is a benefit to the taxpayers, and has proved to be a successful method in those cities which have adopted the plan. The trend in cities is toward the installment plan, some going so far as to divide it into three and four payments. Among the cities having the part payment scheme are New York City, Buffalo, Detroit, Cleveland, Atlanta and a score of others.

"For years Rochester has collected the taxes in one payment which became due on May 1. The fiscal year began on Jan. 1, although the budget was not adopted until March and the tax levy was known until April. The city had been spending for four months before the spending program was adopted. Money to meet the expenses from January until May had to be borrowed. The interest charges on these borrowed funds has cost the city between \$30,000 and \$40,000 a year. It is desirable from an administrative basis to have the budget year with a definite time have the funds available to meet the expenses. The city needs money on the first working day of the year, but it does not need all of taxpayers funds 12 months in advance. For this reason the payments are divided, allowing the taxpayer the use of part of his cash and at the same time providing cash for the city to meet its bills currently. The added cost of collection makes it impracticable to spread payments to more than two installments."

No Borrowing Necessary
It is believed that it will not be necessary for the city to borrow large amounts of money in anticipation of tax collection, such as has been the practice for years. The experience of the first year is had, it will not be known until Jan. 1 and July 1. All additions to the city tax, such as unpaid water accounts, delinquent local assessments, snow removal and assessment lighting charges, are payable with the first installment of the city tax. For instance, if the general city tax on a given piece of property is \$200, with additional items of \$20, the amount to be paid in the month of January would be \$220, the balance of \$100 being payable in July. Taxpayers have the privilege of paying all of the tax bill at the time of the first installment if they desire. However, it is expected that most people will take advantage of the two-payment plan, enabling them to have the use of one-half of the tax for several months."

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PARKS HEAD TESTS TO BE NEXT FRIDAY

Four Leading Candidates
Rochesterians, Fifth
from Los Angeles

EXPERIENCE 50 PER CENT.

Oral Examination December
5th To Be Part of Civil
Service Requirements

Interest in the appointment of a successor to Calvin C. Laney, as director of the Rochester Bureau of Parks, is revived with the announcement that an open competitive examination for the position will be conducted next Friday, Nov. 30, by the Municipal Civil Service Commission, whose offices are in the City Hall Annex, 34 Court Street.

Also, on the evening of Dec. 5, there will be an oral examination, the exact hour of which, Mrs. Margaret A. Lucy, chief clerk of the commission, said yesterday, had not been determined upon, but that notice of the time would be sent to all persons who have applied to take the examinations. Time for filing applications expired Friday. The salary of the position is \$6,000 a year.

Examination Counts
The weights for the examination will be: Education, 25 per cent.; experience, supplemented by letters from present and past employers, 50 per cent.; oral test, 25 per cent.

At least four leading contenders are in the field for the position: Henry T. Brown, engineer for the Bureau of Parks; Miss Gertrude Hartnett, for almost twenty-five years chief clerk in the Park Department, later deputy commissioner of parks, and the past year in charge of the office of the Bureau, pending the appointment of Mr. Laney's successor; Thomas J. Malloy, tree expert for the Bureau, who has a record of seven years with the Bureau and the old Department of Parks; and Bernard H. Slavin, at present superintendent of parks, and for many years foreman, and later assistant superintendent, of parks.

A fifth candidate is said to be Charles S. Rait, who came to Rochester about two years ago from Los Angeles to do research work in recreation in and around Rochester for the Bureau of Municipal Research.

A number of others have filed applications; but so far the employees of the Bureau of Parks already named, and possibly Mr. Rait, are the leading candidates.

Mr. Brown has been associated with the parks ever since as a boy of 12 he started as a water boy—a period of more than 30 years. His father was a foreman at Seneca Park, and from water boy, Mr. Brown graduated to other positions, finally reaching that of engineer. He also has gained recognition as a scientist. Through a number of years he worked with John Dunbar, botanist of the old Department of Parks and former assistant superintendent, in locating and classifying many of the native shrubs and trees.

Mr. Slavin, like Mr. Brown began work on the parks as a boy, grew up with them, and has spent all his mature years in them. He also has been connected with research work in connection with park collections.

Mr. Rait came to Rochester with a record of successful service as director of playgrounds at Los Angeles, and he is reported to have done an excellent piece of work in his survey of the recreation facilities in a radius of a hundred miles of Rochester, and in Rochester itself.

Real Estate Board Volunteers Survey At Cost Of \$10,000

Proposal Turned Over to Finance Committee of City Council by Story—Estimate Value of Property Involved at Eight to Nine Millions.

The Real Estate Board of Rochester today had offered to conduct an appraisal of property involved in the proposed Broad Street extension program at a cost not to exceed \$10,000.

This offer was made to City Manager Stephen B. Story, who in turn referred it to the finance committee of the City Council for consideration. The offer contained a tentative estimate of the value of the land and buildings which the city would be obliged to take over in the extension work. This amount was set at between \$8,000,000 and \$9,000,000.

Joseph F. Engel, president of the Real Estate Board, said that at least one-half of the estimate, which he described as high, would go toward purchase of property under excess condemnation program included appraisal of very valuable holdings, such as the Rochester Telephone Company and the John C. Moore Company.

As to the price asked by the board for conducting the appraisal, Mr. Engel said that \$10,000 might be high, and that, on the other hand, the actual cost might fall considerably lower.

The appraisal plan would cover the entire length of the proposed extension from South Avenue to Alexander Street, Mr. Engel said. His opinion is that this work should be undertaken in three sections, the first section from South Avenue to Chestnut Street the first year; the section from Chestnut Street to Manhattan Street the second year and the remainder from Manhattan Street to Alexander Street, the third year. Such a plan, he believes, would spread the burden of cost.

"The Real Estate Board is behind this improvement," Mr. Engel said, "not from selfish motives, but because it will greatly aid to the improvement of the city."

"It is my opinion that you cannot wait for a city to grow, but must help it to grow."

Contracts for the cleaning of snow on sidewalks and streets have not been let for the winter season of 1925-1926 and as a result, the snowstorm yesterday caught the municipal authorities in an awkward plight.

Last year's contracts had expired in June. It appeared as if the individuals would have to shovel their own walks or let them go unshoveled, with pedestrians tramping a pathway.

However, Frank W. Crouch, of F. W. & J. J. Crouch, contractors, who have for 20 years operated in the Eleventh Ward, got out four plows early in the afternoon and soon had the walks from Jay Street to Bronson Avenue well cleaned.

At 3 o'clock Commissioner Baker called Mr. Crouch on the telephone. "Can you help us out by getting more plows?" was the request. "You are hours too late," was the reply. "We have had the plows out since noon."

Frank X. Yawman, Mr. Morgan and two other contractors who have cleaned snow for years, did likewise. Their plows began working at 2 o'clock.

Result: The walks and streets were cleaned in many parts of the city. It was purely a bit of altruistic work by the contractors.

In the past the contracts have been awarded to certain firms based on petitions signed by taxpayers. This year the city authorities determined to let the contracts on bids. As the bids are not out no contracts have been let and no provision made for snow cleaning.

Mr. Rait came to Rochester with a record of successful service as director of playgrounds at Los Angeles, and he is reported to have done an excellent piece of work in his survey of the recreation facilities in a radius of a hundred miles of Rochester, and in Rochester itself.



Map showing proposed area for Court Street widening assessment

STREET COST ASSESSMENT PLANS MADE

Graded Charges Proposed
To Pay for Widening
Part of Court

CONSIDER ADVANTAGES

Those Getting Most Benefit
Will Bear Greater Part
of Expenditures

By HIRAM MARKS

A comprehensive plan for the distribution of the cost of Court Street widening has been worked out by City Manager Stephen B. Story and Harold W. Baker, commissioner of public works, for the purpose of equitably spreading the necessary expenditure for the improvement over a wide area that is expected to benefit from it. The ordinance providing for the widening of Court Street, between South Avenue and South Street, by the addition of 16 feet on the south side of the street was passed by the last session of the City Council, and the Local Improvement Committee, of which Councilman Nelson A. Milne is chairman, approved the assessment plan as prepared by Mr. Story and Commissioner Baker.

The estimated cost of the improvement, which will provide an 80-foot street, is \$147,200. One-fourth of the cost, or \$36,800, is assessed to the city at large. Territory A, made up of abutting property in Court Street, pays 30 per cent, or \$44,160; territory B, comprising property adjacent to the Court Street frontage, pays 20 per cent, or \$29,440; territory C, 15 per cent, or \$11,400, and territory D, 2 1/2 per cent, or \$3,680.

The widening of Court Street is expected to be carried farther eastward. There has been a large commercial development in the southeastern part of the city and traffic congestion is serious at times. Court Street widening is expected to give a substantial measure of relief. Traffic in Monroe Avenue is increasing and there has been a large commercial development in that street since it was widened and improved and the increased valuation of the property has reflected benefit to the city in larger taxes.

With the Sears, Roebuck & Company's announcement that it will build a branch in Monroe Avenue, between South Union and Alexander Streets, at an estimated expenditure of \$1,000,000, comes a quickening interest in Monroe Avenue business property, as well as in adjacent territory.

When the Lincoln-Alliance Bank decided to erect its Monroe Avenue branch at the northeast corner of Monroe Avenue and South Goodman Street, it made an exhaustive survey into the business development of the section. Thomas E. Lannin, president of the bank, said that the survey showed that the section was one of the most rapidly growing business communities in the city and paralleled other sections where the bank had decided to locate its three other branches outside the central business district.

Engineering Estimate High

The spreading of the cost over a wide area, in the opinion of the city officials, takes cognizance of the advantages to a particular section of the city through an improvement and the larger share is charged to the property that is more especially benefited. Those in the remote sections of the assessable area pay only a nominal cost, the large territory E, being estimated at \$2.09. Because construction costs cannot exceed engineering estimates the figures contained in the ordinance are usually substantially higher than the actual cost of the work. The charge for the city at large is estimated at 25 cents a lot; territory D, \$8.44 a lot; territory C, \$26.28 a lot and the estimate to the abutting property is \$39.53 a lineal foot, and to the adjacent property, \$8.04 a lineal foot.

Mr. Story looks upon this distribution of the cost as practical and fair and he said that it will be followed out in other improvements that are projected. It has been tried only once or twice before and he feels that there are many factors in the plan that recommend themselves as impartial and fair and the zone plan has been commended by many people acquainted with it.

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COURT STREET WIDENING IS OBJECTED TO

M. S. Lum, Realtor, Says
Property Owners Believe
Direct Assessment
Cost Is Not Equitable.

Realty owners on Court Street are prepared to oppose the comprehensive plan for the widening of Court Street as announced by City Manager Story.

Milton S. Lum, realtor, stated he had discussed the plan as outlined in the press, with property owners who will have to bear the major burden of this expense. While Court Street property owners believe widening of Court Street to an 80-foot boulevard would be desirable for the city at large as a traffic relief in crossing from the east to the west part of the city, the direct assessment cost will be entirely out of proportion to the benefits derived, it is claimed.

The general direction of Court Street from East Avenue to Exchange Street provides an ideal traffic lane for the motorist, but until better cross street facilities are provided which would tie up Court Street with the downtown shopping district, Court Street cannot expect to attain any commercial value in proportion to the expense the owners would have to bear in the widening, it is pointed out.

The proposed widening of the first section of this area between South Street and South Avenue would tend to take traffic off lower Court Street by allowing it to flow freely through South Street into Monroe Avenue. The cost, according to Mr. Story's assessment plan, for a 50-foot between Chestnut and George Streets, would amount to \$400 more than for the first section to be improved. To complete the entire widening of the street between South Avenue and Union Street would multiply the cost of a 50-foot lot between Chestnut and William Streets seven or eight times, which would bring the total cost of direct assessment on a 50-foot lot to between \$4,000 and \$5,000, the cost as proposed by Councilman Milne's ordinance. They further assert that the council's action in the passing of an ordinance without public hearings was entirely unwarranted.

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CITY RECEIVES BIDS NOW FOR SNOW PLOWING

Twelve Districts Created
for Which Contractors
Must Compete Separately—Bonds Required.

The Bureau of Purchase and Supply today advertised for bids on 12 snowplowing contracts, the estimated total of which is \$161,000. The city has been divided into 12 districts in connection with snow cleaning work, and contractors will bid on each district separately.

To speed this work, a special meeting of the bureau will be held next Tuesday at which the award will be made. Each bidder will be obliged to present a certified check for 5 per cent of the amount of his bid with his bid, and the bond of successful bidders will be one-half the bid.

The ordinance under which the contracts will be awarded provides that a bidder must have the necessary equipment to carry on the work, which includes horses, plows, etc. Under the charter the city has the right to reject bids of contractors not deemed responsible. The provision states that a contract shall be let to the lowest responsible bidder.

Commissioner Baker stated today that lack of contracts will not hinder the city's snow cleaning. When necessary, he stated, the same procedure taken on Sunday will be followed until the season's contracts are let.

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CONTRACTORS TO BE PAID, SAYS BAKER

Lack of Contracts Didn't
Mean Free Snow Cleaning
on Sunday, Commissioner Makes Clear.

Regardless of how "altruistic" were the motives of snow-cleaning contractors in going to work in Sunday's storm without city contracts, the work will be paid for by the city, Commissioner of Public Works Harold W. Baker made clear today.

Rochester's first snowstorm necessitating cleaning operations on Sunday arrived with city snow-cleaning contracts still to be let. Sunday afternoon Commissioner Baker called a number of the city contractors and ordered sidewalk plows out. At least one contractor got out ahead of Commissioner Baker's call, however, and it appears that the contractor considered the possibility that without a contract he was doing the work voluntarily and would not be paid for it.

Commissioner Baker explained today, however, that while no contracts for the work had been let, the contractors would be paid from the general payroll fund of his department. He stated that, so far as he knew, all of the contractors were aware of the fact that they would be reimbursed.

Frank W. Crouch, of F. W. & J. J. Crouch, the contractor who got his plows out in advance of Commissioner Baker's call, stated today that he hadn't expected to be paid for the work without a contract.

"I have been cleaning the walks in the Eleventh Ward for 20 years," said Mr. Crouch this morning, "and because the people in this section have always backed me with favorable petitions for my snow-cleaning contracts, on Sunday I felt that I owed it to them to clean their walks, regardless of the fact that I hadn't yet obtained this year's contract."

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LAKE BOULEVARD PAVING MEASURE PASSES COUNCIL

Asphalt Provided and
Cemeteries To Pay
About One-third

BILL REGARDING POLICE ADOPTED

Goodwin Asks Quicker
Action on Matters
Put in Committee

The ordinance providing for an asphalt pavement in Lake Avenue, from Winchester Street to the bridge of the Buffalo, Rochester & Pittsburgh Railway Company, was unanimously passed last evening by the City Council after the local improvement committee, through Councilman Nelson A. Milne, chairman, filed a favorable report.

The ordinance provides an engineer's estimate of \$226,000, and is for a thirty-six foot asphalt pavement, with sewers and a walk on the east side.

Cemeteries to Pay Third

Ten thirty-sixth of the cost will be paid by the city at large and for the section in front of the cemeteries, which are not revenue-producing, the city and the cemetery associations will share equally the balance. It is the plan of City Manager Stephen B. Story and Harry W. Baker, commissioner of public works, to bring about the construction of the sewers this winter and after the ground settles in the Spring to arrange for the letting of the contract for the pavement, with the stipulation that it be completed by July 1, in time for the summer traffic. It is not known whether the work can be completed then.

Councilman Milne said that he will urge early adoption of the ordinance for the section between Stutson Street and Beach Avenue, with the expectation that the work can be done before next summer and it will leave the section of two miles between the north end of the stretch provided in the ordinance adopted last evening and Stutson Street, to be accomplished another year, which when completed, will provide a boulevard to the lake.

Would Keep Legislation Alive

Near the conclusion of the Council session Councilman Harry C. Goodwin read a formal statement in which he outlined his attitude toward councilmanic action. He said that he was not going to permit committees to become cemeteries for legislation; urged group adoption of ordinances recommended by the same committee, and suggested that there be a stenographic record of discussion by members of the Council. He asked that a list of all unfinished business in committee be furnished to the Council.

Upon the favorable report of the local improvement committee the Council unanimously adopted twelve ordinances providing for the snow cleaning in twelve districts, the aggregate estimated cost of which is \$161,000. The contracts will be awarded by competitive bidding. Councilman Goodwin, asked City Manager Story if any of the contractors did work for nothing on Sunday, and Mr. Story asserted that those who did work for the city were paid at the rate of \$1.25 an hour.

It is my hope that the members of the Council will be able to take a matter of this kind into their hands and see that it is properly handled. I feel that the committee does not report.

Cites Delayed Reports
The majority of the members of the Council have criticized the former Council for its methods. The course of the former Council was that responsibility could not be fixed. Everything that gave indication of public controversy was allowed to die in committee. There are indications that the majority of this Council takes the same view.

Let us take a few examples. My resolution for engaging outside auditors was held up for six weeks, while my statement in this case will probably be disputed. I make bold to say that it was only through my insistence that it was reported out in six weeks.

The DeWitt Street widening ordinance was held up for months. The ordinance designed to change the paving guarantee from five years to three and which ordinance by its very wording carried implied criticism of the engineering department, was held up in committee for nearly a year.

The Lake Avenue ordinance, on one pretext or another, has been in committee for months. The West Main Street widening ordinance has been slumbering in committee for nearly a year.

I feel safe in saying that I could bring up other instances. For the reasons stated and the added reason that the year is closing and like any other good business organization, everything should be cleared up, I am asking for the information, and wish to serve notice that I shall move for the discharge of every committee that should have been reported out by this time or will be due for a report before the first of the year. It is not hard for me to imagine, in view of the past record of this Council, that every such motion I make will be voted down. That will be all right with me, for conscience and my record will be clear.

And now I have another suggestion. I would suggest that at all meetings there be made of everything that takes place at Council meetings. It is not my desire to put the city to the expense of publishing these full reports, but to hold them as matters of record so the public at any time, have access to them.

Notes Renewed
The finance committee's report read by Vice-Mayor Isaac Adler recommended the adoption of a number of ordinances, including the renewal of the following notes, all of which were passed unanimously by the Council: Water works improvement, \$25,000; transit subway, \$25,000; school construction, \$125,000; overdues tax notes, \$200,000; local improvement, \$400,000; transit subway, \$25,000; municipal land purchase, \$25,000; local improvement, \$125,000; Elmwood Avenue subway, \$10,000; water works improvement, \$10,000; transit subway, \$25,000; school construction, \$25,000; municipal land purchase, \$25,000; local improvement, \$175,000.

Councilman Chester A. Peake presented a resolution which was adopted, designating the subway station between Exchange and Fitzhugh Streets as the City Hall Station. Councilman Milne presented a resolution to charge the name of Buell Street to Cairn Street, and Councilman Flynn presented an ordinance authorizing Purchasing Agent Wendell T. Andrews to purchase steam for municipal purposes without competitive bidding. It was referred to the Finance Committee by Mayor Joseph C. Wilson.

By rising vote the Council adopted a resolution in memorial to James W. Maguire, who represented the Sixteenth Ward in the Council in 1924 and 1925. It was presented by Councilman Louis S. Foulkes, who paid tribute to Mr. Maguire based on a friendship of many years.

Goodwin's Statement

Councilman Goodwin in his formal statement to the Council said: I would request that the city clerk prepare in detail a statement showing all matters—ordinances, resolutions and recommendations of the City Manager, that are now in committee, giving the dates when such matters should have been or are due to be reported out of committee.

I would further request that the clerk be instructed to supply each member of the Council and the City Manager with copies, and finally, I would request that the request for this information be made a part of the record for publication in the official proceedings.

Members of the Council may not agree with the position that I take in this matter of refusing, so far as possible, to let matters die in committee. This Council, with the possible exception of one member, was elected on the promise that in new administration would bring fixing of responsibility. Now I make that promise, and in making it I did not put my tongue in my cheek with the thought that the fixation of responsibility applied only to the executive branch of the government. As I understood the promise, the councilmen are to be made responsible for their acts, and are not to be permitted to pass the buck.

COURT STREET LEVY OPPOSED BY RESIDENTS

Realtor Says They Believe
Cost of Widening Out of
Proportion to Benefits

Opposition to the assessment plan for the Court Street widening project is expressed by Milton S. Lum, realtor, who says that the direct benefits that the property owners in that street will receive are not comparable with the expense they must meet in paying for the improvement. He says that the improvement benefits the city at large, and he maintains that he has found the sentiment among property owners in Court Street is opposed to the assessment they must pay.

Object to Assessment

Following is Mr. Lum's view of the matter:

"Really owners in Court Street will oppose the comprehensive plan for the widening of Court Street as announced by City Manager Story, while the property owners in Court Street believe that the widening of Court Street to an eighty-foot boulevard would be desirable for the city at large as a traffic relief in crossing from the east to the west part of the city, the direct assessment cost which these owners will have to bear will be entirely out of proportion to the benefits derived. The general direction of Court Street from East Avenue to Exchange Street provides an ideal traffic lane for the motorist, but until better cross-street facilities are provided which would tie up Court Street with the downtown shopping district, Court Street cannot expect to attain any commercial value in proportion to the expense the owners would have to bear in this widening.

"The proposed widening of the first section of this area between South Street and South Avenue would tend to take traffic off of lower Court Street by allowing it to flow freely through South Street into Monroe Avenue. The cost, according to Mr. Story's assessment plan, for a fifty-foot lot between Chestnut and George streets would amount to over \$400 for the first section to be improved. To complete the entire widening of the street between South Avenue and Union Street would multiply the cost of a fifty-foot lot between Chestnut and William streets seven or eight times, plus the paving cost, which would bring the total cost of direct assessment on a fifty-foot lot to between \$4,000 and \$5,000. Lower Court Street owners have just completed widening improvements by setting back the curbs, which they have entirely paid for by direct assessment, which they believe suitable for any volume of business that can be attracted.

Say Burden Is Unjust

"Property owners on the lower part of Court Street feel that the major widening of this street will place an unjust burden upon them, if they have to pay 50 per cent. of the cost as proposed by Councilman Milne's ordinance. Court Street property owners feel that the City Council's action was entirely unwarranted in the passing of an ordinance for a major widening of this street as unnecessary as a city testing laboratory, complete reorganization of the accounting and filing system in the Water Works Bureau, effecting the service at cost contract between the city and the New York State Railways, revision and improvement in the city's financial procedure, and a study of the type of government in twenty-four American cities preparatory to the preparation and adoption of the city manager charter.

In discussing the garbage plant, Mr. Adler said that prior to the work the bureau did for it, a \$1,000,000 equipment was allowed to depreciate almost to the point of uselessness five years after its installation. He pointed out that the service at cost contract between the city and the street railway company, fostered and induced by

SEVEN APPLY FOR POSITION AS PARK HEAD

Position Paying \$6,000
Annually To Be Filled
by Commissioner Nier
—Oral Examination.

Seven candidates filed application for the job of director of parks and playgrounds today, the only position of importance in the City Manager government yet to be filled. The salary is \$6,000.

The position will be filled by Commissioner of Public Safety George J. Nier after the candidates have taken an oral civil service examination set down for Dec. 5. He must make his appointment from the three candidates who pass the examination with the highest standing.

Those who filed application are: Gertrude Hartnett, present administrator of the office of parks and playgrounds, a former deputy park commissioner, who has been in the department 25 years.

Charles B. Raitt, former playground director in Los Angeles, now an officer of the Bureau of Municipal Research.

Henry Brown, present park engineer.

Thomas P. Maloy, city forester.

Patrick Slavin, present assistant superintendent of parks.

Stanley Worthington, a former park engineer.

Charles Scyfried, nurseryman and landscape gardener, and a director of recreation in the army, and in boys' camps.

RESEARCH BUREAU'S WORK TOLD

Has Saved City Much More
Than It Has Cost, Says
Vice Mayor Adler

GIVES TALK AT ERIE
Mr. Eastman, Vice Mayor,
and W. Earl Weller, Guests
at Pennsylvania City

By HIRAM MARKS

That the Rochester Bureau of Municipal Research has been an agency of incalculable benefit to the city during the thirteen years of its existence is a statement made to a group of prominent citizens of Erie, Pa., by Vice-Mayor Isaac Adler, who with George Eastman and W. Earl Weller, director of the Bureau, visited that city last week and outlined to a citizens' conference the achievement in municipal reform that has been fostered and accomplished in Rochester through the activity of the bureau. Following the meeting which was attended by Mr. Eastman, Vice-Mayor Adler and Mr. Weller the citizens' group in Erie started a campaign to raise \$20,000 for each of two years to finance the work of a bureau of municipal research in that city.

Vice-Mayor Adler addressed a dinner meeting, at which Mr. Eastman, Mr. Weller and a number of prominent citizens were guests, and he graphically recited the benefits to Rochester through the organization and financing of the Bureau of Municipal Research by Mr. Eastman. Mr. Adler has been an enthusiastic supporter of the bureau since its organization and before becoming city manager, Stephen B. Story was director of the bureau.

Others who were identified with the bureau and who occupy key positions in the municipal administration are Harold W. Baker, commissioner of public works, and Comptroller Clarence E. Higgins. Harry Freeman, director of the Buffalo Bureau, was identified with the Rochester organization before taking charge of the bureau organized in that city through the interest of a group of substantial citizens.

Does No Spying

Mr. Adler told the Erie assembly that the Rochester Bureau is neither a reform nor a spying organization and on the contrary it is purely fact finding and interpreting in the scope of its activity. In addition to his speech at the dinner he left with the Erie citizens a formal memorandum of the work accomplished in Rochester and sketched briefly the organization of the bureau by Mr. Eastman and the methods that were adopted in promoting its work.

Seven major accomplishments are outlined by Mr. Adler that have been brought about during the thirteen years that the Rochester Bureau has been in existence. They include the installation of a scientific assessment system, complete reorganization of the accounting and filing system in the Water Works Bureau, effecting the service at cost contract between the city and the New York State Railways, revision and improvement in the city's financial procedure, and a study of the type of government in twenty-four American cities preparatory to the preparation and adoption of the city manager charter.

In discussing the garbage plant, Mr. Adler said that prior to the work the bureau did for it, a \$1,000,000 equipment was allowed to depreciate almost to the point of uselessness five years after its installation. He pointed out that the service at cost contract between the city and the street railway company, fostered and induced by

the Bureau of Municipal Research, governs the rate of return and provides for a commissioner of railways appointed jointly by the city and the street railway company. This contract expires in 1930 and its renewal, because of the harmonious relation between the railways and the city, and the fact that the subway is being operated under an extension of the contract, is anticipated and the subject already is engaging the attention of the city administration and the Bureau of Municipal Research.

The work that the bureau accomplished in determining what type of government was best suited to Rochester and the preparation of a new city manager charter, which was adopted by the city, was characterized by Mr. Adler as the "greatest single piece of work the Bureau has done." He points out that the value of the bureau to the city cannot be measured in dollars and adds that it is wholly within the facts to say that the bureau has actually saved to the city in thirteen years of its existence many times the cost of its maintenance.

Following is Vice-Mayor Adler's memorandum:

ORGANIZATION
The Rochester Bureau of Municipal Research was organized in 1917. Mr. Eastman became convinced that an impartial survey of our city government would be helpful to the city. He engaged the New York Bureau to make such a survey and at its conclusion he turned the reins of control of that study, the Rochester Bureau was organized.

The purpose of incorporation states its purposes as follows: "To serve the city of Rochester, N. Y., as a nonprofit organization, to conduct a citizens inquiry; to promote efficient and economical municipal government with a view to increasing the work of public officials and for the above purposes to collect, classify, analyze and disseminate facts as to the administration of municipal government and to make such information available to public officials and citizens . . . and to promote the development of a sound program for the city of Rochester that shall be based upon adequate knowledge and consideration of the needs of the city."

The bureau consists of a Board of Trustees which is self-perpetuating and which determines what studies shall be undertaken and all questions of policy. It fixes the budget and passes upon all reports before they are released.

The research work is done by a staff of full time men, ranging from three to eight, and by the volunteer work of, and consisting of, engineers, accountants and men educated in government administration. A director at their head is appointed by the Trustees and he in turn appoints and dismisses the other members of the staff.

METHODS
The bureau recognizes that its success depends upon the confidence of the public and the city administration. In order to secure such confidence the bureau is very careful to avoid misstatements of fact, to present both sides of all questions submitted to it, to secure harmonious co-operation rather than controversy, to keep its work open to give full credit to the official body which carries through the policies recommended.

As a result, during the past five years, more than 80 per cent. of the bureau's studies have been undertaken at the request of the city administration.

The relationship between the bureau and the city has been cordial and much information has been furnished to the press by the bureau. The bureau has no organ of its own and reaches the public through the newspapers, its reports and individual communications. It may fairly be said that the bureau is a recognized source of accurate information to the press and the public, and that it is a source of local government administration.

RESULTS
During the 33 years of its existence the bureau has over and over again justified its existence. A few of its major accomplishments are:

The installation of an entirely new scientific assessment system for the city of Rochester, replacing the antiquated, haphazard method of assessment commonly employed.

The complete rehabilitation of the city garbage disposal plant, a million dollar equipment which had been allowed to depreciate almost to the point of uselessness five years after its installation.

The installation of a city testing laboratory for the purpose of testing materials purchased by the city, its use in connection with the laying of pavements is of particular importance.

Complete reorganization of the accounting and filing system in the Water Works Bureau.

CITY BONDING FOR AIRPORT QUESTIONED

Rochester to Intervene in
Litigation Pending Before
State Court of Appeals

SUIT AGAINST UTICA
Corporation Counsel Platt
and Attorneys of Other
Cities to Meet Today

The locality of cities in New York State bonding themselves for airports, has been raised, and Rochester, through Corporation Counsel Clarence M. Platt, will intervene in the action that is pending before the Court of Appeals.

The question has been raised in a law litigation instituted against the City of Utica, and there is pending before the highest court in the state an appeal from the judgment of the Appellate Division, sustaining the rights of cities to bond themselves for an airport.

Mayor's Conference Takes Hand
So important is the matter regarded by the Corporation Counsel, that it is part of the Conference of Mayors and Other Municipal Officials, that it has appointed a committee of five to intervene in the litigation and file a brief with the Court of Appeals. Corporation Counsel Platt has been appointed a member of this committee. The other members are: Corporation Counsel George A. Reilly of Albany, chairman; Corporation Counsel George P. Nicholson, New York City; Corporation Counsel H. Duane Bruce, Syracuse, and Corporation Counsel William H. Kelley, Watertown.

This committee will meet today at 2 o'clock in the City Hall in Albany to outline a course of action, and Mr. Platt will attend. Rochester has approximately \$75,000 outstanding in notes for airport purposes, and the litigation strikes directly at the question whether Comptroller Clarence E. Higgins is privileged, with the permission of the City Council, to sell bonds to fund the night bus outstanding for airport purposes. The City of Buffalo has spent approximately \$800,000 for an airport. New York City has made a large expenditure, and other municipalities in the state have obligated themselves in large sums to pay for airports.

Legality Questioned
Under the Constitution, as explained by Mr. Platt, municipalities are authorized only to issue bonds and notes for payment projects for city purposes. The question involved in the Utica case is, whether the construction and maintenance of an airport at municipal expense is legally a city purpose. The Appellate Division has sustained the rights of Utica, and through its decision this privilege is extended to all municipalities of the state, but the case has been appealed to the highest court in the state.

The power of cities to construct airports was obtained by an amendment to the general municipal law in 1928. It is pointed out that bond attorneys who have passed upon securities of cities for airport purposes are much disturbed about the litigation, and in a letter to Corporation Counsel Platt asking him to serve on the committee, William P. Capes, executive secretary of the Conference of Mayors, points out that the bond attorneys feel that "if the Court of Appeals should determine that cities are without power to bond themselves for such purpose, great harm will be done, please make every effort possible to attend the meeting on next Friday, as this is a matter of vital importance, not only to your city, but to every other city in the state."

FORGERS POLICE CHASE
The people of Crossman Terrace arose in protest before the City Council last night to block an ordinance designed to change the name of Englewood Terrace to Crossman Terrace.

Englewood Terrace is an extension of Crossman. It is difficult to tell where one street stops and the other begins. In accordance with a movement launched by postal officials and merchants doing a large delivery business the council is attempting to eliminate confusion in the names and numbering of streets.

But Crossman Terrace is a highly restricted street, and Englewood Terrace is not. There are double houses and four-family houses on Englewood, while Crossman is restricted to one-family homes, and the residents of Crossman have taken a great deal of pride in making their street one of the beautiful streets of the city. They don't want to share their name with Englewood Terrace.

Under the leadership of Andrew Gilman and Edward J. Schroeder they attended at the council meeting last evening that to change the name of Englewood Terrace to Crossman Terrace would injure the value of their property.

In the end the council put action off one week to enable some of the council members to examine the situation at first hand.

STORY HEARS COURT STREET LEVY PROTEST

Tells Objectors No Action
to Be Taken Until After
Full Discussion

No action will be taken carrying into effect provisions of the Court Street widening ordinance until full opportunity has been given to all interested parties to discuss the matter thoroughly, City Manager Stephen B. Story yesterday told a delegation headed by Milton S. Lum, realtor.

The ordinance as passed provides for the widening of Court Street on the south side, from South Avenue to South Street, by 16 feet. It estimates the expense of the widening at \$147,200.

Mr. Lum and those with him called to protest against the method of assessment proposed by the city to cover the cost of the widening. With Mr. Lum were Charles W. Fisher, T. J. Haydon, M. C. Housley, P. J. Houck, J. E. Keenan, and George L. Switzer.

Besides City Manager Story, Assessor George S. Taylor, City Planning Superintendent Arthur L. Vedder, Mayor Joseph C. Wilson, and Councilman Chester A. Peake listened to the protest.

Court Street property owners who are opposing the assessment plan will meet in the assembly room at The McManis Apartments in Alexander Street at 8 o'clock Monday night.

AGAIN DELAY SENTENCE OF CITY EMPLOYEE

Fourth Postponement Is
Granted in Forgery
Case Growing Out of
Municipal Funds Theft.

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When Dietrich's case was called before County Judge Nelson E. Spencer, Dennis L. Crowley, appearing as counsel for Dietrich in place of Charles E. Boswick, asked to have the case postponed until Friday. He stated that Mr. Boswick was ill. Judge Spencer granted the request.

On Oct. 29 Dietrich pleaded guilty to the forgery charge. Investigators alleged that by making false entries and keeping false accounts Dietrich swindled the city while acting as clerk in the Bureau of Buildings. Although there is a total of \$8,725 missing from the department, Dietrich is said to admit the theft of only \$1,491.

\$40,000 SAVED CITY IN SNOW CLEANING WORK

Bidders Average 2 Cents
Per Foot Against 3-
Cent Estimate—Total
Cost \$85,000.

Snow cleaning contractors gambled on an open winter today and submitted bids for cleaning city sidewalks which will save the city at least \$40,000 as compared with last year.

Bids were opened this morning. The low bidders averaged about two cents a foot as compared with the city's estimate of nearly three cents.

The city paid \$126,000 last year for the job, at the rate of three cents a foot. This year it will cost only \$85,000.

The successful bidders were Frank X. Yeomans on six of the 12 sections; A. H. Morgan on three sections; and Fred Abey, F. W. Crouch and F. J. Brotherton on one section each.

This is the first year that snow cleaning contracts have been let by competitive bidding. It has been charged in the past contracts were used as political patronage.

STREET NAME CHANGE FOUGHT BY TAXPAYERS

The people of Crossman Terrace arose in protest before the City Council last night to block an ordinance designed to change the name of Englewood Terrace to Crossman Terrace.

Englewood Terrace is an extension of Crossman. It is difficult to tell where one street stops and the other begins. In accordance with a movement launched by postal officials and merchants doing a large delivery business the council is attempting to eliminate confusion in the names and numbering of streets.

But Crossman Terrace is a highly restricted street, and Englewood Terrace is not. There are double houses and four-family houses on Englewood, while Crossman is restricted to one-family homes, and the residents of Crossman have taken a great deal of pride in making their street one of the beautiful streets of the city. They don't want to share their name with Englewood Terrace.

Under the leadership of Andrew Gilman and Edward J. Schroeder they attended at the council meeting last evening that to change the name of Englewood Terrace to Crossman Terrace would injure the value of their property.

In the end the council put action off one week to enable some of the council members to examine the situation at first hand.

LAKE BOULEVARD PAVING MEASURE PASSES COUNCIL

Asphalt Provided and
Cemeteries To Pay
About One-third

BILL REGARDING POLICE ADOPTED

Goodwin Asks Quicker
Action on Matters
Put in Committee

The ordinance providing for an asphalt pavement in Lake Avenue, from Winchester Street to the bridge of the Buffalo, Rochester & Pittsburgh Railway Company, was unanimously passed last evening by the City Council after the local improvement committee, through Councilman Nelson A. Milne, chairman, filed a favorable report.

The ordinance provides an engineer's estimate of \$226,000, and is for a thirty-six foot asphalt pavement, with sewers and a walk on the east side.

Cemeteries to Pay Third
Ten thirty-sixth of the cost will be paid by the city at large and for the section in front of the cemeteries, which are not revenue-producing, the city and the cemetery associations will share equally the balance. It is the plan of City Manager Stephen B. Story and Harold W. Baker, commissioner of public works, to bring about the construction of the sewers this winter and after the ground settles in the Spring to arrange for the letting of the contract for the pavement, with the stipulation that it be completed by July 1, in time for the Summer traffic. It is not known whether the work can be completed then.

Would Keep Legislation Alive
Near the conclusion of the Council session Councilman Harry C. Goodwin read a formal statement in which he outlined his attitude toward Councilman action. He said that he was not going to permit committees to become committees for legislation; urged prompt adoption of ordinances recommended by the same committee, and suggested that there be a stenographic record of discussion by members of the Council. He asked that a list of all unfinished business in committee be furnished to the Council.

Upon the favorable report of the local improvement committee the Council unanimously adopted twelve ordinances providing for the snow cleaning in twelve districts, the aggregate estimated cost of which is \$161,000. The contracts will be awarded by competitive bidding. Councilman Goodwin, asked City Manager Story if any of the contractors did work for nothing on Sunday, and Mr. Story asserted that those who did work for the city were paid at the rate of \$125 an hour.

Police Regrading Passes

The ordinance regrading the Police Bureau by the addition of twenty patrolmen and four detective sergeants was passed unanimously after the personnel committee, of which Councilman Joseph L. Guzzetta is chairman, filed a favorable report. The ordinance was passed as drafted by Corporation Counsel Clarence M. Platt at the request of George J. Nier, commissioner of public safety. The ordinance enables the city to have the services of twenty additional policemen from savings effected by Commissioner Nier in the appropriations for the police bureau, although 93 per cent. of the expenditures are fixed, being for personal service.

Upon the favorable report of the Councilman Edward P. Flynn reporting for the public works and engineering committee, recommended the adoption of a resolution authorizing City Manager Story to appoint a Harbor Advisory Board, and the measure was unanimously adopted.

Notes Renewed

The finance committee's report read by Vice-Mayor Isaac Adler recommended the adoption of a number of ordinances, including the renewal of the following notes, all of which were passed unanimously by the Council: Water works improvement, \$25,000; school subway, \$25,000; school tax notes, \$200,000; local improvement, \$400,000; transit subway, \$25,000; school construction, \$25,000; municipal land purchase, \$25,000; local improvement, \$125,000; Elmwood Avenue subway, \$10,000; water works improvement, \$25,000; transit subway, \$35,000; school construction, \$55,000; municipal building, \$10,000; Winter Road, \$35,000; transit subway construction, \$325,000; school construction, \$625,000; municipal land purchase, \$25,000; local improvement, \$175,000.

Councilman Chester A. Peake presented a resolution which was adopted, designating the subway station between Exchange and Fitzhugh Streets as the City Hall Station. Councilman Milne presented a resolution to change the name of Buell Street to Cairn Street, and Councilman Flynn presented an ordinance authorizing Purchasing Agent Wendell T. Andrews to purchase steam for municipal purposes without competitive bidding. It was referred to the Finance Committee by Mayor Joseph C. Wilson.

By a rising vote the Council adopted a resolution in memorial to James W. Maguire, who represented the Sixteenth Ward in the Council in 1924 and 1925. It was presented by Councilman Louis S. Foulkes, who paid tribute to Mr. Maguire based on a friendship of many years.

Goodwin's Statement

Councilman Goodwin in his formal statement to the Council said: "I would request that the city clerk prepare in detail a statement showing all matters—ordinances, resolutions and recommendations of the City Manager that are now in committee, giving the dates when such matters should have been or are due to be reported out of committee. I would further request that the clerk be instructed to supply each member of the Council and the City Manager with copies, and finally, I would request that the request for this information be made a part of the record for publication in the official proceedings."

Members of the Council may not agree with the position that I take in this matter of refusing, so far as possible, to let matters due to committee be taken up by the Council, with the possible exception of one member, who is elected on the promise that this administration would bring fixing of responsibility. Now I made that promise, and in making it I did not put my tongue in my cheek with the thought that the fixation of responsibility applied only to the executive branch of the government. As I understood the promise, the councilmen are to be made responsible for their acts, and are not to be permitted to pass the buck.

LEVY OPPOSED BY RESIDENTS

Realtor Says They Believe
Cost of Widening Out of
Proportion to Benefits

Opposition to the assessment plan for the Court Street widening project is expressed by Milton S. Lum, realtor, who says that the direct benefits that the property owners in that street will receive are not comparable with the expense they must meet in paying for the improvement. He says that the improvement benefits the city at large, and he maintains that he has found the sentiment among property owners in Court Street is opposed to the assessment they must pay.

Object to Assessment

Following is Mr. Lum's view of the matter: "Really owners in Court Street will oppose the comprehensive plan for the widening of Court Street as announced by City Manager Story. While the property owners in Court Street believe that the widening of Court Street to an eighty-foot boulevard would be desirable for the city at large as a traffic relief in crossing from the east to the west part of the city, the direct assessment cost which these owners will have to bear will be entirely out of proportion to the benefits derived. The general direction of Court Street from East Avenue to Exchange Street provides an ideal traffic lane for the motorist, but until better cross-street facilities are provided which would tie up Court Street with the downtown shopping district, Court Street cannot expect to attain any commercial value in proportion to the expense the owners would have to bear in this widening."

"If city planning is to amount to anything, streets must be widened and if streets are widened the taxpayer must expect to pay."

In these words Public Works Commissioner Baker today answered the published protest of Milton S. Lum, realtor, against the proposed assessment plan for widening Court Street between South Avenue and South Street. "That there was any avenue open for relief of Mr. Lum and other taxpayers who will be required to pay for the Court Street widening was denied by Mr. Baker. "We had a series of hearings," he said, "on the Court Street widening and the council passed the ordinance. The assessment plan was a part of the ordinance and we are now ready to let the contracts."

"But any claim that there will be a charge of \$4,000 or \$5,000 against any particular lot outside of the territory directly affected is ridiculous. "The schedule of assessment calls for an estimated tax of \$165 per front foot against the abutting property; \$145 per lot against territory B, just outside of the abutting district, and \$81.42 per lot against territory C, with the city at large paying 25 per cent. of the total cost. There are still lower charges against other territories. But the highest is \$165 against the abutting property."

"Where a lot is spoken of, the size is from an allowance of eight lots to an acre. "We had to work out some such a distribution to make street widenings possible. We have tried other assessment schedules but they were almost prohibitive and could not be borne by the taxpayers. "All the figures given for Court Street are estimates and under the charter cost cannot exceed the estimate. It will be less in this case than the estimates."

SEVEN APPLY FOR POSITION AS PARK HEAD

Position Paying \$6,000
Annually To Be Filled
by Commissioner Nier
—Oral Examination.

Seven candidates filed application for the job of director of parks and playgrounds today, the only position of importance in the City Manager government yet to be filled. The salary is \$6,000. The position will be filled by Commissioner of Public Safety George J. Nier after the candidates have taken an oral civil service examination set down for Dec. 5. He must make his appointment from the three candidates who pass the examination with the highest standing.

Those who filed application are:

Gertrude Hartnett, present administrator of the office of parks and playgrounds, a former deputy park commissioner, who has been in the department 25 years. Charles B. Raitt, former playground director in Los Angeles, now an officer of the Bureau of Municipal Research. Henry Brown, present park engineer. Thomas P. Maloy, city forester. Patrick Slavin, present assistant superintendent of parks. Stanley Worthington, a former park engineer. Charles Seyfried, nurseryman and landscape gardener, a director of recreation in the army and in boys' camps.

BUREAU'S WORK TOLD

Has Saved City Much More
Than It Has Cost, Says
Vice Mayor Adler

That the Rochester Bureau of Municipal Research has been an agency of incalculable benefit to the city during the thirteen years of its existence is a statement made to a group of prominent citizens of Erie, Pa., by Vice-Mayor Isaac Adler, who with George Eastman and W. Earl Weller, director of the Bureau, visited that city last week and outlined to a citizens' conference the achievement in municipal reform that have been fostered and accomplished in Rochester through the activity of the bureau. Following the meeting which was attended by Mr. Eastman, Vice-Mayor Adler and Mr. Weller the citizens' group in Erie started a campaign to raise \$20,000 for each of two years to finance the work of a bureau of municipal research in that city.

Does No Spying

Mr. Adler told the Erie assembly that the Rochester Bureau is neither a reform nor a spying organization and on the contrary it is purely fact finding and interpreting in the scope of its activity. In addition to his speech at the dinner he gave with the Erie citizens a formal memorandum of the work accomplished in Rochester and sketched briefly the organization of the Bureau by Mr. Eastman and the methods that were adopted in promoting its work.

Seven major accomplishments

are outlined by Mr. Adler that have been brought about during the thirteen years that the Rochester Bureau has been in existence. They include the installation of a scientific assessment system, complete rehabilitation of the city garbage disposal plant, installation of a city testing laboratory, complete reorganization of the accounting and filing system in the Water Works Bureau, effecting the service at cost contract between the city and the New York State Railways, revision and improvement in the city's financial procedure, and a study of the type of government in twenty-four American cities preparatory to the preparation and adoption of the city manager charter.

In discussing the garbage plant, Mr. Adler said that prior to the work the bureau did for it, a \$1,000,000 plant was allowed to deteriorate almost to the point of uselessness five years after its installation. He pointed out that the service at cost contract between the city and the street railway company, fostered and indorsed by

GIVES TALK AT ERIE

Mr. Eastman, Vice Mayor,
and W. Earl Weller, Guests
at Pennsylvania City

By HIRSH MARKS
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Through the house pipe, the Rochester Bureau of Municipal Research has been an agency of incalculable benefit to the city during the thirteen years of its existence. The bureau was organized in 1915. Mr. Eastman became convinced that an impartial survey of our city government was needed.

Believes Decision Vital

"The matter is of such vital importance that the conference believes a committee of corporation counsels should be appointed to represent the cities of the state for the purpose of making application for a law to be passed by the legislature to create a bureau of municipal research in each city. This is the greatest single piece of work the Bureau has done."

While it is no part of the functions of the Bureau to furnish candidates for city office, it is interesting to note that the present City Manager was formerly director of the Bureau and that the heads of the departments of public works and finance were formerly on the staff of the Bureau, both having been employed by the city under a prior administration.

The value of the Bureau to the city cannot be measured in dollars. Nevertheless it is, I believe, wholly within the facts to say that the expenditure of the Bureau, which has cost from \$20,000 to \$40,000 a year, has actually saved the city in 13 years many times its cost. But the greatest service of the Bureau consists in its close watch of administrative procedure and political conditions and its readiness on all occasions to furnish reliable data and information and help in the formulation of civic policies.

CITY BONDING FOR AIRPORT QUESTIONED

Rochester to Intervene in
Litigation Pending Before
State Court of Appeals

The legality of cities in New York State bonding themselves for airports, has been raised, and Rochester, through Corporation Counsel Clarence M. Platt, will intervene in the action that is pending before the Court of Appeals.

SUIT AGAINST UTICA

Corporation Counsel Platt and Attorneys of Other Cities to Meet Today
The question has been raised in a tax litigation instituted against the City of Utica, and there is pending before the highest court in the state an appeal from the judgment of the Appellate Division. The litigation involves the payment of taxes on bonds issued by the City of Utica for the purpose of financing the construction of an airport.

Although Streets Recalled

20 Years Ago About Time
Turkey Disappeared
HEAVY TRAVEL
OVER HOLIDAY
MODERATELY

Imposition of a sentence on Alexander Dietrich, clerk of the Erie District, discharged clerk of the Bureau of Buildings, who pleaded guilty to forgery, third degree, in connection with the theft of \$8,725 of city funds, today was deferred for the fourth time.

When Dietrich's case was called before County Judge Nelson E. Spencer, Dennis L. Crowley, appearing as counsel for Dietrich in place of Charles E. Postwick, asked to have the case postponed until Friday. He stated that Mr. Postwick was ill. Judge Spencer granted the request.

On Oct. 29 Dietrich pleaded guilty to the forgery charge. Investigators alleged that by making false entries and keeping false accounts Dietrich swindled the city while acting as clerk in the Bureau of Buildings. Although there is a total of \$8,725 missing from the department, Dietrich is said to admit the theft of only \$1,491.

Should an adverse decision be handed down by the Court of Appeals a serious question would arise in Rochester as to what disposition could be made of the \$175,000 in notes issued to finance the municipal airport.

STORY HEARS COURT STREET LEVY PROTEST

Tells Objectors No Action
to Be Taken Until After
Full Discussion

No action will be taken carrying into effect provisions of the Court Street widening ordinance until full opportunity has been given to all interested parties to discuss the matter thoroughly. City Manager Stephen B. Story yesterday told a delegation headed by Milton S. Lum, realtor.

The ordinance as passed provides

for the widening of Court Street on the south side, from South Avenue to South Street, by 16 feet. It estimates the expense of the widening at \$147,000. Mr. Lum and those with him called to protest against the method of assessment proposed by the city to cover the cost of the widening. With Mr. Lum were Charles W. Fisher, T. J. Hayes, M. C. House, P. J. Houck, J. E. Keenan, and George L. Switzer.

Besides City Manager Story, Assessor

George S. Taylor, City Planning Superintendent Arthur L. Vedder, Mayor Joseph C. Wilson, and Councilman Chester A. Peake listened to the protest. Court Street property owners who are opposing the assessment plan will meet in the assembly room at the Normandie Apartments in Alexander Street at 8 o'clock Monday night.

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STREET NAME CHANGE FOUGHT BY TAXPAYERS

The people of Crozman Terrace
arose in protest before the City
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Terrace.

Englewood Terrace is an extension of Crozman. It is difficult to tell where one street stops and the other begins. In accordance with movement launched by postal officials and merchants doing a large delivery business the council is attempting to eliminate confusion in the names and numbering of streets.

But Crozman Terrace is a highly

restricted street and Englewood Terrace is not. There are double houses and four-family houses on Englewood, while Crozman is restricted to one-family homes, and the residents of Crozman have taken a great deal of pride in making their street one of the beautiful streets of the city. They don't want to share their name with Englewood Terrace.

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Gilman and Edward J. Schroedel they entered at the council meeting last evening that to change the name of Englewood Terrace to Crozman Terrace would injure the value of their property.

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Many Street Newsstands Farmed Out by Owners, Goodwin Asserts

Others Have No Permits, Violate Space Regulation, Are Not Taxed for Privilege, Unfair to Merchants, Says Councilman, Replying to News Agent

In reply to a protest by Morris Manson, head of the Manson News Agency, against the passing by the City Council of an ordinance to prohibit the operation of street newsstands, Councilman Harry C. Goodwin, who introduced the measure in the Council, last night issued the following statement:

The statement of Morris Manson, head of the Manson News Agency, and statements of persons who have a personal and monetary interest in ordinances considered by the Council, that I can't resist a reply.

Points to Manson's Business

It is my hope that the public, in reading what Mr. Manson has to say, will consider that his business is selling magazines to those persons who in turn sell them to the public. He is not concerned in anything beyond how the regulation of stands touches his pocketbook. Like most people offering criticism of acts of the Council, he makes it personal and would have it appear that the councilmen introducing a particular ordinance does so through malice or interest, if he were to discuss the question fairly, he would make his references to the ordinance and not to the introducer.

Again, Mr. Manson does not know whether I shall vote for or against the ordinance. I am quite well known that I have always taken the position that any group or individual who wishes to present a question to the Council could do so through me. It does not matter whether I favor the question or not. My duty is done when I introduce it.

I was not, and am not now aware that a state law permits the sale of newspapers and magazines in the street. In fact, there are many laws on the books of every state which prohibit the sale of newspapers and magazines in the street. As a matter of common sense I suggest that Mr. Manson cannot sell his newspapers in the street to the effect that stands may be maintained in public streets for the sale of newspapers and magazines.

In other words, I have no objections to the sale of newspapers and magazines in the street by boys working independently. My objection to the present situation is that a comparatively few men, who hire boys to run the stands, are doing nothing in return for the money they receive. The boys are doing all the work.

Mr. Manson says there is not a store selling newspapers and magazines between Clinton Avenue and the Four Corners and says the reason is that the merchants do not want to give up valuable space. If the space is so valuable, why should Mr. Manson expect the city to give the space gratis to those now occupying sidewalk space by the sale of newspapers and magazines? The reason is that the merchants are unable to pay rent and compete with those operating stands who pay no rent.

No Hardships to Public

Taking the stands off the street and putting the sale of magazines in the stores will be a hardship on the public. One of the largest items in the sale of magazines now is by those who sell them in the street and then go through the office buildings. Having no rent to pay, they can afford to deliver magazines at the prices asked, and without figuring a delivery charge.

I am not familiar with the situation in Buffalo and New York, so I cannot take up this point.

Mr. Manson states that I said the ordinance was favored by the Automobile Club and Chamber of Commerce. He then goes on to say why I state a lie. Mr. Manson strays in accuracy of statement. In introducing the ordinance I did not mention the Chamber of Commerce, and in mentioning the Automobile Club I said: "A committee from the Automobile Club called on me and suggested that the stands be removed. I do not know whether the committee represents the thoughts of the entire club or not. I don't want to say that the Automobile Club favors this ordinance."

If all of Mr. Manson's statement as inaccurate as this particular paragraph, what he says should not carry much weight.

As to the question of safety with or without stands, I am sure persons better informed on this than I, would refer Mr. Manson to them.

Mr. Manson suggests that if the ordinance is passed, newboys will violate the law by bootlegging magazines. Simply because we have a law on the books that is openly violated through bootlegging methods, is no reason why we should enact laws. The ordinance does not stamp anyone dealing in newspapers and magazines for the privilege of exacting tribute from others. They pay upon the helplessness and credulity of the younger boys.

When the fruit merchants were made to remove their merchandise from the walks, I heard no protest from Mr. Manson. What difference is there between fruit and magazines? Think it over.

Unfair, Say Merchants

"To allow others to use the sidewalks for this purpose, paying no rent or taxes for the privilege, is unfair to the merchants of the city. Except for the sale of daily newspapers, there is no public use of the sidewalks of the city in competition with merchants who pay taxes or rent for business locations."

Can anyone take exception to that? Seventy-nine owners of buildings some of whom object to stands on the walks in front of their buildings, cannot have anything to say about whether they shall be there and no means of collecting rent for the space occupied, petition the city for the ordinance.

There are other reasons for the need of the repeal of the present ordinance and the passing of a new one.

I want to say to the public, don't permit me like Mr. Manson who represents the thoughts of the entire club or not. I don't want to say that the Automobile Club favors this ordinance."

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MANSION DENIES STREET STANDS 'TRUST' GROUP

Each Operator Is Owner, He Tells Council in Fight on Proposed Ordinance

Denial that Rochester's street newsstands are being run under a padrone system, with one man controlling four or five of the units was made yesterday by Morris Manson, head of the Manson News Agency, in answer to charges made previously by Councilman Harry C. Goodwin who has introduced an ordinance into the City Council asking that the street stands be eliminated in Rochester. Mr. Manson's letter follows:

Mr. Goodwin's reply in today's papers, to my statement regarding the newsstand situation so clearly indicates he has been misinformed as to the facts, that I feel it necessary to answer, especially with reference to the charge that there is a padrone system whereby one contractor owns and controls five stands, another four stands, etc., collecting tribute from each stand.

The following is a list of all the leading newsstand owners in Rochester, each of whom is an individual owner. Louis Chippero, East Avenue at Chestnut.

John Syracuse, East Main at Franklin.

Philip Syracuse, East Main at Elm.

Isadore Schwartz, East Main at South Clinton.

David Rickles, East Main at South Clinton.

James Conli, East Main at North Clinton.

Frank Audino, East Main at South.

Isaac Russo, South at Ely.

Samuel Hoffman, East Main at St. Paul.

Benjamin Walbits, Exchange at East Main.

Joseph Russo, West Main at Exchange.

Van Barnes, East Main at State.

Joseph Russo, East Main at State.

Max Blair, West Main at State.

Isadore Sarant, West Main at Fitzhugh.

Ray Paddock, West Main at Fitzhugh.

David Russo, State.

Michael Meur, State at Church (part time State at Andrews).

Joseph Sillotto, Plymouth at West Main.

Sam Brush, East Main at Front.

The circulation departments of the various local newspapers will verify the fact that the above are owners and controllers of their respective stands, with the exception of Frank Audino, whose stand did not pay him enough to maintain his family, as found it necessary to obtain other employment, and his stand is being operated temporarily by one Alie Lipson.

Mr. Goodwin mentions certain "poachers" are not supplied, but recognized by our agency, and can easily be removed or regulated by the police department in cooperation with the local newspapers.

The inaccuracy of the statement that the bridge work at the Church (part time State at Andrews) is a matter of urgent necessity. The Ridge Road bridge is needed.

Council Named

However, it is equally apparent that the city can hardly, in view of its financial situation, do all the bridge work at the same time. One of the duties of any body charged with preparing a city plan therefore, would be to determine the factors which affect each of the bridges, its age, condition, the traffic it carries, and so forth, and to determine when each shall be undertaken.

City Manager Story's appointment of a few months ago of the Council for the City Plan is considered to have been the first step in obtaining a city plan. It is likely that some further announcements on the matter will be forthcoming from the City Hall in the near future.

WORK ON CITY PLAN EXPECTED TO START SOON

Compiling of Data Held Vital to Intelligent Spending of Public Funds, Experts Agree.

By PAUL BEXTON

The probability that Rochester will soon make the first steps toward compiling a city plan of capital improvements is generally believed to be increasing.

Experts in city government are agreed that such a plan is an almost essential prerequisite for the intelligent spending of public funds in any city. In Detroit a city plan was evolved recently, covering a 20-year period. Other cities have adopted the same method of laying out their futures. Rochester seems likely to follow suit.

Resources Considered

The essential idea of a city plan is to consider first of all the improvements needed, the financial resources and expectations with which these improvements must be paid and all the relative importance of the various improvements. Once these facts are clearly and definitely known, its exact place in a plan covering years can be assigned to every step.

In the past in Rochester, as well as in most other American cities, improvements have, in the main, been generally agreed, gone to any one of the various groups. There never has been any careful and scientific weighing of pros and cons. Every year there was about so much money and the group which succeeded in making its influence most potent with council and administration got the benefit.

One illustration makes the idea of the city plan clear. It is admitted on all hands that Rochester needs three bridges rebuilt and one new one. The condition of the Elmwood Avenue, Smith Street and Platt Street bridges is such that their replacement in the near future is a matter of urgent necessity. The Ridge Road bridge is needed.

However, it is equally apparent that the city can hardly, in view of its financial situation, do all the bridge work at the same time. One of the duties of any body charged with preparing a city plan therefore, would be to determine the factors which affect each of the bridges, its age, condition, the traffic it carries, and so forth, and to determine when each shall be undertaken.

City Manager Story's appointment of a few months ago of the Council for the City Plan is considered to have been the first step in obtaining a city plan. It is likely that some further announcements on the matter will be forthcoming from the City Hall in the near future.

Mr. Goodwin asks why, when the fruit merchants were made to remove their merchandise from the walks, I heard no protest from Mr. Manson. What difference is there between fruit and magazines? Think it over.

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TWO LEADING RACE FOR JOB AS PARK HEAD

Choice of Slavin or Raitt Most Likely to Be Made in Nier's Appointment

SLAVIN BACKED BY MANY

Parks Worker Near 40 Years Vies with Nation Known Expert for Position

By HIRAM MARKS

Selection of a director of parks rests between Charles P. Raitt and Patrick Slavin, assistant superintendent, it is believed. Of the five candidates who passed the examination Mr. Raitt headed the list and Slavin is second, with only a slight difference between the two ratings. The appointment can be made from any of the first three on the list of five who passed the examination. Henry T. Brown, park engineer, is third, Thomas P. Maloy, city forester, is fourth and Miss Gertrude M. Hartnett is fifth.

Many of Mr. Slavin's friends and other interested persons have come to his support on the ground that the appointment should go to a Rochester man, who has been identified with the development of the park system. Mr. Slavin has been with the Rochester parks for 38½ years, virtually all his life. He started as a messenger and obtained a number of promotions. Both he and his brother, Bernard Slavin, have traveled widely in park interests and Patrick Slavin received a number of letters of recommendation from persons familiar with park affairs.

Mr. Raitt has made surveys of park and recreational systems in 165 cities. He was formerly supervisor of playgrounds in Los Angeles. He came to Rochester about a year ago to make a survey of the Rochester park system and the city's recreational facilities for the Bureau of Municipal Research. He has had a wide experience in recreational and park affairs and presented a large number of testimonial letters from officials of other cities commending his training, experience and services in behalf of these municipalities.

The supporters of Mr. Slavin contend that Rochester's park system is the finest in the country and is recognized as such. They contend that Patrick Slavin has had an important part in the development of the parks and he has all the qualifications to successfully carry on the office and continue the traditions under which the park system was founded and developed. It is also contended in Mr. Slavin's behalf that only a slight difference exists in the civil service ratings and this should not be a bar to his selection as the civil service regulations took cognizance of this situation by permitting the appointment of any one of the first three candidates.

The appointment will be made by George J. Nier, commissioner of public safety, with the approval of City Manager Stephen B. Story. Both officials are giving consideration to the appointment, although the civil service list will not be formally presented to them until the end of next week.

As was explained by Louis E. Lazare, secretary of the Civil Service Commission, candidates have to five days in which to appeal from now ratings. This time will not expire until next week and the commission meets next Friday for the purpose of ratifying the list. The postpaid pay \$6,000 a year.

Why Delay Pavement Repairs? Numerous Complaints on Condition of Streets Here Registered.

Instead of a street scene in Venice, where the gondola has the right of way, or a shell-scarred highway of World War days, the accompanying illustration is a section of Cataract Street, located in the heart of the City of Rochester.

You see in this picture not only a series of craters that are a menace and an inconvenience. They are perfectly plain.



SCENE IN CATARACT STREET But it also seems to reveal neglect as inexcusable as it is deplorable.

True, it is an old pavement. But if repairs had been made EARLIER, the small holes in the pavement would not have expanded into deep craters such as now exist.

Three important business concerns are located on this street. They are the White Truck Company, National Taxicab Company and Elser Grocery Company warehouse.

Employees of these concerns, and numerous others who must use the street daily, are subjected to street conditions which should not be permitted to exist.

Plainly, "speeding" more than three or four miles an hour over such a street would be impossible. For, to exceed such a limit might mean broken springs or other damage.

Many complaints have been made in recent months regarding the bad condition of many Rochester pavements. Some have been replaced; others have been repaired.

But much work yet remains to be done. The Department of Public Works is charged with the duty of keeping streets in repair. It should begin making those repairs when pavements start to disintegrate.

To wait until pavements are beyond repair is false economy. Cataract Street is a demonstration of that statement.

For Sane Street Names

The absurd confusion into which street names often lead is an old grievance with residents of cities. Cities usually grow by sections, streets come into being overnight and names are tacked onto them with small regard for consistency or the prior claims of some other section. Thus streets that are similarly named, or even named exactly alike, cause endless confusion and are a source of unnecessary irritation and actual loss of time and business.

What looks like the crowning absurdity of all is that on which the City Council tonight will give a decision for the benefit of interested residents. This is in the matter of the street which is known at one end as Crosman Terrace and at the other as Englewood Terrace. Here is a continuous, unbroken street, which at some mythical point ceases to be Crosman Terrace and becomes Englewood Terrace. There is nothing to indicate where one street ends and the other begins; originally an extension of Crosman Terrace, Englewood Terrace is now completely merged with it, or at least separated only by an imaginary line which persons who are not expert navigators, accustomed to chart their course by the sun, cannot find.

The City Council has been asked to extend the name of Crosman Terrace to the entire length of the thoroughfare, and it will give its decision tonight. Obviously, there should be a common name for the entire street or else some marker should be placed to indicate the dividing point between the streets.

The city will be the gainer if this case leads to positive action towards a more sane and harmonious system of street names. Englewood Terrace itself has many near counterparts, such as Englewood Avenue, Engle Terrace, Engle Street and Englewood Drive. Every resident could multiply illustrations of this needless confusion of names. A general reform, beginning with tonight's action, would be an excellent thing for the city.

HEARING SET IN EXTENSION COST SURVEY

Proposal To Get Figures on Broad Street Work To Be Discussed Tonight

BIG MEETING EXPECTED

Many Citizens Interested in Improvement Seen as Step to Civic Center

By HIRAM MARKS

Whether the city shall know definitely what the extension of Broad Street eastward will cost, within reasonable limits, or if the discussion about this improvement is to continue without accurate estimates as to the required expenditures, will be determined by the finance committee of the city tonight at the hearing on the extension of Broad Street authorized by Councilman Harry C. Goodwin authorizing the appropriation of \$15,000 for an analysis of the cost of the project.

The finance committee, made up of Mayor Joseph C. Wilson, Vice Mayor Isaac Adler, and Councilman Edward P. Flynn scheduled the hearing for tonight at the request of the Real Estate Board of Rochester, and a large attendance is expected.

Cost Now Main Question

As the extension of Broad Street eastward is considered as a part of the plan for the eventual development of a civic center over the river between Broad and Court Streets, a large group of citizens has become interested in the project. Their interest is especially directed to questions as to the cost, practicability, and general betterment to the city. The last two questions seem to have been rather definitely determined by the crystallization of sentiment, it is said, and the remaining question concerns the cost.

The suggestion that a survey be made to determine within reasonable bounds what expenditures will be required for the extension of Broad Street was first made by City Manager Stephen B. Story. In conferences with groups of citizens interested in the improvement, and in a statement to the City Council, Mr. Story cautioned that there should be a complete and careful investigation of the cost of the work before any plan was promulgated for the extension of Broad Street. This decision was predicted somewhat, it is pointed out, on the desire of Mr. Story to avoid another situation such as developed in the construction of the subway, where the final cost approximated twice the estimates that were presented to the taxpayers of Rochester when the improvement was outlined to them.

A carefully worked out city plan, contingent on the ability of the city to finance, is one of the aims of Mr. Story, and his suggestion that there be an engineering survey and an appraisal of the cost of the property required for Broad Street extension won much favor from a large group of citizens, who are expected to attend the hearing this evening to urge favorable action on the resolution, which was presented by Councilman Goodwin.

Continued on Page 18

Mr. Freeman has reported that there are no serious engineering problems in the way of furthering the river plan and the phases are being worked out by Commissioner Baker and Mr. Fisher. Handling of flood waters is engaging special attention.

Ten-Cent Fare Only Hinted In Railway Report

Subway and Busses Are Operated at Loss Barnes States—Profits Shown by Surface Lines—Decrease in Patronage Listed by Trolley Commissioner.

A deficit of \$329.80 is shown in last year's operation of the Rochester division, New York State Railways, according to the annual report of Commissioner of Railways Charles R. Barnes submitted today to Mayor Joseph C. Wilson and members of the City Council.

The report covers the period July 31, 1927-28 and is the eighth submitted under the service-at-cost contract between the city and New York State Railways which expires a year from next August.

While the report does not recommend an increase of fare to cover this deficit, it points out that the tendency in a number of cities is to a ten-cent fare with a reduced rate of ticket fare.

The deficit is shown after interest on the investment in the railways at the rate of 5 per cent, has been deducted. The report shows that the base valuation of the Rochester property has been increased to \$20,314,905.77.

The \$329 deficit, the commissioner points out, while considerably less than the \$60,128 deficit of the previous year, still brings the accumulated deficit of the Rochester lines since 1920 when the service-at-cost contract went into effect, to \$341,791.82.

The commissioner strongly urges that the street car lines be at least partially relieved from present costs of street paving. Since the first eight months of subway operation, it shows a deficit of \$123.04. These figures cannot be accurately compared with those estimated by the Mayor's Advisory Committee before the subway was passed into operation because complete figures for the eight months and during none of the three were there full freight operation.

A report submitted to the Mayor's Advisory Committee estimated the annual deficit for the subway at \$182,561 for passenger traffic. The largest proportion of this, it was thought, would come from the decrease of passengers on the surface lines. Ninety per cent of the subway passengers would be former surface line riders, it was estimated.

In commenting on subway operation Commissioner Barnes expresses the belief that the public and shippers are generally satisfied and well served. He concludes: "It is believed that the financial results of operation of the subway under the unfavorable conditions which existed during the period of its operation in this fiscal year must be gratifying to all concerned."

The report shows a decrease last year in total passengers carried of 7.4 per cent over the previous year, or a total passenger traffic of 88,080,419. It points out that would not be shared by persons who like to see a square deal given men who have ambition enough to carry on a business which many men would refuse to do.

It is my impression that the city management can find many better ways of using their efforts in bettering the city than by depriving these men of earning power.

Unless I am very much mistaken this will not be the only letter objecting to this ordinance.

FAIR PLAY.

Rochester, Dec. 4, 1928.

Others Have No Permits, Violate Space Regulation, Are Not Taxed for Privilege, Unfair to Merchants, Says Councilman, Replying to News Agent

made to remove their merchandise from the walks. I heard no protest from Mr. Manson. What difference is there between fruit and magazines? Think it over.

Each Operator Is Owner, He Tells Council in Fight on Proposed Ordinance

the various professions, law, medicine, industry, occupying places on our local court benches, fighting for a better Rochester on the floors of Congress.

Compiling of Data Held Vital to Intelligent Spending of Public Funds, Experts Agree.

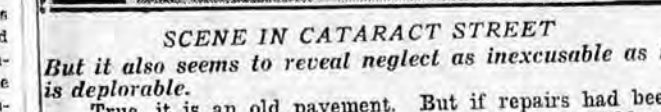
welfare and convenience which
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concerns, we must also keep in
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that of the rights of a minority gro-
the newsboys of Rochester.

Choice of Slavin or Raitt Most Likely to Be Made in Nier's Appointment

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Proposal To Get Figures on Broad Street Work To Be Discussed Tonight

drawings by Afro Torres, 1 to 5 p.m.
Lamberton Conservatory, Highland

Rochester Presbyterian
 Monthly meeting of New Era Min-
 istry, 7:30 p. m.
 The Sacramento—Address by Miss
 to

Today's Doings

it can be fixed definitely in a program of future municipal affairs. They feel that the expenditure of \$15,000 to settle the

Freeman has been in Roch-
several times and has con-
with George Eastman, who
ing a lively interest in the
plan, and who required the
Peabody Company property.

Subway and Busses Are Operated at Loss Barnes States—Profits Shown by Surface Lines—Decrease in Patronage Listed by Trolley Commissioner.

The Advisory Committee estimated the annual deficit for the subway at \$182,551 for passenger traffic. The largest proportion of this, it was thought, would come from the decrease of passengers on the surface lines. Ninety per cent. of the subway passengers would be shown to have been transferred from parent than real due to the acceptance of street car transfers on the buses."

The report recommends the increasing use of one-man cars.

In commenting on traffic congestion which increases cost of operation

The commissioner shows that despite of decrease in total number of passengers carried, the trolley car ran 165,908 miles more last year than in 1914.

This is the second letter I have ever written for newspaper publication and the first one in fifteen years, but I wish to enter a vigorous protest against the ordinance proposed by Councilman Goodrich, which

It is quite possible there are some reasons in the mind of Mr. Goodwin for introducing the measure that do not appear in the ordinance itself.

but the fact they were not mentioned is rather conclusive evidence they

1920-1928
TROLLEY LINES

Year	Revenue	Transfer	Total	Increase or Decrease in Pass. Over	Per Cent.
1920-1921	75,317,829	24,842,301	100,160,130	8,313,099	9.9
1921-1922	73,749,709	25,226,461	98,976,170	1,568,120	2.1
1922-1923	75,924,153	25,579,105	101,503,258	2,174,444	2.9
1923-1924	74,039,667	24,571,377	98,611,044	1,884,486	2.5
1924-1925	72,441,331	23,770,823	96,212,154	1,598,336	2.2
1925-1926	70,338,834	23,253,647	93,592,481	2,102,497	2.9
1926-1927	67,200,690	22,010,179	89,210,869	3,138,144	4.5
1927-1928	62,020,118	20,496,057	82,516,175	5,180,572	7.7

The total number of revenue passengers in the first year under the service-at-cost contract was 75,317,829, and the year 1927-1928 was 62,020,118. The difference of 13,297,711 represents a falling off in revenue passengers of 17.7 per cent.

On the first of January, 1926, the cash fare was increased from 7c to 8c, and on December 1, 1927, the cash fare was increased from 8c to 9c, which it is at present.

jobs. The usual expenditures for maintenance were made on tracks and pavements over the entire system.

(e) Car routing with the exception of temporary changes has remained as before. There has been considerable adjustment of car stops which service conditions warranted.

(f) The power supply during the past year has been excellent and above any criticism of inadequacy or failure.

Finance Details

"When operation under the service at cost contract was commenced in 1920, a system of accounting was adopted which conforms to the requirements of the Public Service Commission of the State of New York. Operation has been continued under such system, and an audit of the accounts has been made by John B. Cantwell, certified public accountant. A certificate of this audit is attached to the report.

"Financial statements in the report showing under such system, and an audit of the accounts has been made by John B. Cantwell, certified public accountant. A certificate of this audit is attached to the report.

Interurban Cars

"On April 16, 1928, the Rochester and Syracuse Interurban cars were diverted from the surface lines into the subway. These cars were operated between the connection at Winton Road and Oak Street loop. The local service was increased by making a ten minute schedule during the rush hours, and a maximum headway of fifteen minutes during the other hours up to 6:40 p. m., with a twenty minute headway after that time.

"A ten minute headway requires five cars; a fifteen minute headway, four cars, and a twenty minute headway, three cars. On July 29, 1928, the route of the Rochester and Syracuse cars was extended to the western terminus at Driving Park Avenue. This is the schedule which is in effect at present.

"Tables contained in the appendix to this report show additional information in reference to passengers carried in the subway by lines and by months. With the exception of seasonal fluctuations, generally on all lines there has been a continuous increase in passengers carried in the subway during the eight months of operation.

"During this period, there were carried 886,845 revenue passengers, 215,163 transfer and other passengers, a total of 1,102,008. To accommodate this travel there were 244,502 car miles operated. The tables mentioned with reference to subway operation in the appendix, contain additional pertinent and interesting data.

"The current trolley fare with free transfers prevails in the subway, except between Highland Avenue and Rowlands, where an additional fare of five cents is charged. The service between these points consists exclusively of Rochester and Eastern Interurban cars.

"The present fare to and from Rowlands is the same as the through fare charged previous to placed in operation on the completed portion on December 1, 1927. This was not in accord with prudent economical operation.

"The opening up to service of one-half of the subway carried with it supervisory and other charges which would have been necessary to the operation of the subway as a whole. This limited operation of the subway did not tend to develop passenger travel nor was there any incentive to increase freight traffic.

"Between December 1, 1927, and April 15, 1928, the service on the local lines in the subway was run on a maximum headway of thirty minutes, and a minimum headway of fifteen minutes. After that date and at present these cars are operated on a ten minute headway during rush hours and a fifteen minute headway up to 6:40 p. m.

"While there is no intention of reducing the service, the statement is made that the present schedule is furnishing more service than the traffic warrants. This statement is confirmed by the fact that during the period of thirty minute service, the number of revenue passengers carried per car mile was approximately 2.50.

"Since the service was increased, the number of revenue passengers per car mile was 2.23. The real significance of these figures is shown by the fact that the revenue passengers per car mile of the whole trolley system under the service at cost contract, including the subway, is 6.39.

"The total deficit from subway operation as of July 31, 1928, was \$8,123.04. An approximate allocation shows a deficit from freight operation of \$1,602.28, passenger operation deficit \$6,520.76. While the total deficit is actual, the allocation is approximate by reason of the fact that it is not practicable to allocate to between freight and passenger service all of the supervisory charges, track, roadbed and overhead maintenance.

"At the end of the year there were ten passenger cars for service in the subway. These cars are owned by the Rochester and Syracuse Interurban Railway Company, and are operated under contract with the city.

"The operation of the subway as one of the lines under the service at cost contract. Under this contract all of the revenues derived from the operation of the subway are credited to the general fund, and all of the operating expenses of the subway are charged against that fund.

"The agreement further provides that separate accounts shall be kept of all revenues and expenses resulting from operation of the subway.

"To accomplish this, some method of allocation of supervisory and other costs between the subway and the system as a whole was necessary, and this was arranged for in the above mentioned agreement, in which it was provided that an auditor for the City of Rochester, the auditor of the Rochester and Syracuse Interurban Railway Company, and the auditor of the New York State Railways should formulate a plan of determining charges against the subway, and allocating other costs between it and the general system.

Plan Carried Out

"This has been done and the plan approved by his honor the mayor, the president of the New York State Railways, and the commissioner of railways, and all charges of operating expenses for the subway have been and are now being made in accordance with this approved plan.

"In conclusion, no attempt is here made to forecast the future results of operation of the subway, but every facility is being furnished to continue the present increase in both passenger and freight business.

"It is believed that the riding public are generally satisfied with the service, that the shipper is also generally being well served, and that the financial results of operation of the subway under the unfavorable conditions which existed during the period of its operation in this fiscal year, must be gratifying to all interested—all of which to a great extent, is due to the hearty cooperation of Mr. Hamilton, president of the New York State Railways, and the efficient operating department under him.

"Respectfully submitted,
"C. R. BARNES,
Commissioner of Railways,
"Dated, December 19, 1928."

LEAVE CITY TO

Graft Case s Next Week County Court

to Press Charges Against si, Alleged to Have Paid \$60 to Cover Shortage Paving Materials.

Frederick L. Dutcher today set Dec. 17, if John Petrossi, contractor, of St. Paul, it, who is under indictment for bribery, execution of city paving contracts.

Petrossi was freed on a \$5,000 bail after he had pleaded not guilty Oct. 25.

The specific charge against Petrossi is that he attempted to influence Edward J. Lynd, city inspector, in the laying of pavement in Jersey Street, June 11, later paying Lynd \$60 for passing receipts for loads of paving material never delivered.

NEWSBOYS ASK M'SWEENEY TO AID FIGHT LAW

He Replies He Has No Influence With Council, but Remarks They Have His Sympathy in Battle.

Rochester newsboys today appealed to Leo A. MacSweeney to aid them in their fight to defeat the ordinance before the City Council which would place a ban on sale of anything but newspapers at news stands.

Mr. MacSweeney, former campaign manager of the Republican Party, declared he had no influence with the council and could do nothing. "But," he told about 50 newsboys who went in a body to his office in the Terminal Building, "you have my sympathy, if that will be any help, and I wish you luck. That's all I can say."

In a brief conversation with John Syracuse, spokesman of the newsboys, proprietor of a stand at Franklin and Main Streets, Mr. MacSweeney said he thought there were "many more important matters for the administration to look into than taking the news stands from the streets."

The ordinance, which would revoke all existing permits and place authority for reissuance of permits under the new rules under City Manager Stephen B. Story, was introduced by Councilman Harry C. Goodwin.

Forman Warns City Its Downtown Area Must Be Developed

Else Property Values Will Be Cut in Half in Decade, He Predicts—Reluctance to Appropriate \$15,000 For Broad Street Extension Survey.

By GEORGE B. SNELL

The real estate men and Henry T. Forman, head of B. Forman Company, South Clinton Street, told the City Council last night that unless something is done by the city to develop the downtown section of Rochester, the most valuable business property, within 10 years, won't be worth fifty cents on the dollar.

Mr. Forman was the last speaker at a hearing on a resolution introduced by Councilman Harry C. Goodwin to appropriate \$15,000 for a survey of the cost of extending Broad Street east from South Avenue to Alexander Street.

The council hall was jammed with real estate dealers and business men eager to have the council make this initial appropriation. Because several members of the council had that the extension of Broad Street is a project for the distant future, and that there is no immediate concern of the city in the matter, the proposition for a survey of the cost of extending Broad Street east from South Avenue to Alexander Street, was not adopted.

Mr. Forman spoke after a dozen or more others had pointed out that a survey did not commit the city to any course of action, that an ascertainment of all the facts was necessary before any intelligent decision could be made and of a city plan was once adopted, the argument had been advanced generally on the ground that the city would not be able to pay the cost of the property to which the extension would be made.

Mr. Forman pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions.

Because Mr. Forman is recognized as one of the most successful merchants in the city and because he is the owner of one of the most valuable parcels of downtown property, his doleful prediction of depreciation of property values was listened to with unusual attention.

He first pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions.

The finance committee of the council recommended last night that the city reimburse the B. Forman Company for the cost of the survey of the cost of extending Broad Street eastward from South Avenue to Alexander Street.

There is some question about the constitutionality of the proposed appropriation, but the ordinance was referred to the law committee to thrash that question out.

The recommendation was made after the finance committee had conferred with the railroad company officers and with former Mayor Martin O'Neill. A precedent was found in 1924 when the city took similar action.

Mr. Adler, speaking for the committee, pointed out that if the railroad company had not dredged the harbor, the port would have been unusable and much business would have been diverted from the city.

"Dredging becomes necessary every other year, and as your honorable body is aware, the expense of dredging in 1928 was paid by the city.

Leads In Tonnage
"The freight traffic tonnage moving through the Port of Rochester has increased in volume the tonnage handled through any other port on Lake Ontario. With the opening of the Welland Canal the tonnage on the lake promises to develop enormously. It is highly important to the commercial interests of Rochester that the city be prepared to get its share of this development."

An appraisal should be made whenever a public improvement is first seriously considered as a matter of general policy, they argued. For otherwise, they pointed out, the property involved is almost certain to become the subject of speculation and manipulation and consequently an enormously inflated and unfair price is placed on the property which the city must take.

"Therefore," Mr. Shutt said, "appraisals by the Real Estate Board of proposed public improvements do far more than merely furnish correct information as to costs. The other things are possibly far more important than merely the knowledge of cost revealed.

Such a policy is insurance against unfair exactions in the future and it will be found very cheap insurance.

Appraisal Held Essential
Mr. Shutt pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions. He pointed out that the city plan is not a plan, but a series of decisions.

Others who were registered in favor of the resolutions were: Lester Slade, Frederic J. Weider, Ernest C. Whitebeck, H. H. Sullivan, Fred Strohm, Milton S. Lum, Edmund M. Alling, John Connors, Robert Humphrey, Thomas Northway, Charles F. Fisher, Phillip T. Probst, William E. Sloan, Dr. Oakley W. Norton, Frank J. Smith, Albert R. Galle, Roland K. Irwin, George W. Henner, William A. Ramore, William J. Johnson, John Callahan, A. L. Thompson.

Nothing is being done, Mr. Forman charged, to benefit this revenue-producing area. And then he made his prediction that unless something Englewood Terrace folk, but he is done, the value of the most expensive property in the heart of the change will destroy part of the value of their property.

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The principal real estate men in the city, who were made last night by Reed Shutt, attorney, Andrew L. Gilman, attorney, Joseph F. Engle, president of the real estate board, J. J. Carmichael, chairman of the appraisal committee of the Real Estate Board, Ernest C. Whitebeck, attorney.

Dietrich has been granted six adjournments since he entered his plea of guilty. The case was called and adjourned on the following dates: Nov. 8, Nov. 21, Nov. 28, Dec. 4, Dec. 7, and Dec. 11.

It was six weeks ago today that Dietrich appeared before Judge Spencer and pleaded guilty to forgery, third degree. He was indicted for making false entries and keeping false records while working as a bookkeeper in the Bureau of Buildings.

Dietrich faces a maximum term of five years in Auburn Prison.

should always be made when a project is put in the city's program of improvement.

With particular reference to Broad Street Mr. Shutt further argued:

"One more point before I close. Broad Street will probably not be built in its entirety at one time. If it is built in sections, then it is vitally and imperatively to the interest of the city to have a complete survey and appraisal of the entire project made now and in advance of any action. The moment a start is made on any one section of Broad Street you promote and assure both speculation and manipulation of real estate in other sections to be done later. The only protection the city has is to have a complete appraisal made in advance with adequate appraisal of 'key' properties on the outside of the area."

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New Delay Granted Former City Worker Awaiting Sentence

Dietrich Case Adjourned Until Friday When Attorney Fails to Appear—Prisoner Pleaded Guilty Six Weeks Ago—Arrested For Forgery.

Alexander Dietrich of 180 Hague Street, discharged clerk of the Bureau of Buildings, who on Oct. 29 pleaded guilty to forgery in connection with the theft of \$8,000 of city funds, today celebrated the beginning of the seventh week of his "marking time period" by receiving another adjournment of his sentence.

The case is now on the docket for Friday morning at 10 a. m.

County Judge Nelson E. Spencer today adjourned disposition of the case until Friday at the request of a representative of Charles E. Bostwick, defense counsel, who stated to the court that Mr. Bostwick was ill and unable to appear for his client.

The same statement was made by the same representative last Friday, at which time Judge Spencer remarked:

"I have granted previous adjournments in this case. I will postpone the imposition of sentence until Tuesday. If Mr. Bostwick is unable to be here at that time tell him to send a representative to speak for him."

Dietrich has been granted six adjournments since he entered his plea of guilty. The case was called and adjourned on the following dates: Nov. 8, Nov. 21, Nov. 28, Dec. 4, Dec. 7, and Dec. 11.

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Dietrich faces a maximum term of five years in Auburn Prison.

TREND TO DECREASED RIDING REVEALED

The following report on operation, under the service at cost contract, of the lines of the New York State Railways, will be presented to the Common Council tonight by Charles R. Barnes, city railway commissioner:

"To the Hon. Joseph Wilson,
Mayor of the City of Rochester
and
To the Honorable Council of the City of Rochester.
Gentlemen:

"The commissioner of railways herewith submits the eighth annual report of operations under the service at cost contract between the City of Rochester and the New York State Railways, for the year ending July 31, 1928. This report, which conforms to those of former years, includes supporting statistical data and financial statements necessary to a comprehensive review of the matters involved.

"During the year the transportation system has been extended by eight months' operation of the subway railroad, which by authoritative action was placed under the service at cost agreement and its operation commenced December 1, 1927.

"The system operated under the contract at the close of the fiscal year, July 31, 1928, consisted of 169.14 miles single track trolley surface lines; 31.33 miles single track subway lines; 2.73 miles trackless trolley lines and 68.50 miles gasoline bus lines.

Fewer Passengers

"An analysis of the statistical information in the report shows that the general trend of decreased riding of former years has been continued during the present year.

"This shows that the total number of passengers carried on all lines, including those designated under the heading 'Transfer and Other Passengers,' was 85,080,419, a decrease compared with the previous year in total passengers carried of 6,637,398 or 7.4 per cent.

"The decrease consisted in a falling off in trolley car riders of 6,694,494, offset by an increase in passengers on trackless trolleys and buses of 57,296, the bus service showing an increase of 2.3 per cent. In number of passengers carried.

"The number of passengers carried on the trackless trolleys during the year was 1,539,471; on the gasoline buses 1,694,772, making a total of 2,234,243, 3.1 per cent. of the total passengers on the whole system. In considering the increased riding on gasoline buses, it must be borne in mind that this service was extended during the year by the addition of 10.15 route miles.

"To transport the number of passengers riding during the year there were 9,710,120 trolley car miles run, compared with 9,544,212 trolley car miles in the preceding year, an increase of 165,908 miles.

Bus Mileage

"The trackless trolley system operated 243,929 bus miles this year, and 230,790 bus miles the previous year, an increase of 13,139 miles. There was 428,247 gasoline bus miles operated this year, and in 1927 this mileage was 408,270, an increase of 29,977 miles.

"The above comparative statement of passengers carried and bus miles operated shows that, notwithstanding the falling off in passengers, the service for this year has been maintained up to the usual high standard. This service is a reasonable one and fulfills the requirements of comfort and convenience of passengers.

"The adjoining table shows information with reference to the number of passengers carried during the different years of service at cost operation.

"The significance of these figures is in the fact that in the early part of the winter of 1922-1923, severe storms prevailed with a heavy snowfall which resulted in almost impassable

extent continued through the entire winter into the early spring.

"During that period large numbers of automobiles were laid up and the people who formerly rode in these autos used the street cars, which accounted in a large measure for the increase in the number of passengers carried during that year.

Loss General

"With few exceptions the decrease in the number of passengers carried on city systems has been general throughout the country. Various methods have been adopted in different cities to revise street car riding, which to some extent have been successful.

"The greatest measure of success, however, has been reached by the introduction of one-man cars with more frequent service, especially during the non-rush hours. The use of this type of car has been increased from year to year, and at present there are very few cities in this country that are not using one-man cars on some lines, and in a majority of cities they are used successfully on all lines.

"This especially was in the cities in this state, as in Buffalo, Syracuse, Utica, Schenectady, Albany, Binghamton and Elmira, where one man operation prevails. In nearly all cases with the use of one man cars the frequency of service has been increased, with the result that the riding has been stimulated and operating expenses reduced.

"The operation of properly equipped one man cars over a number of years has proved that they are as safe as two man cars and in most cases the number of accidents has been reduced.

"In the city of Rochester, out of fourteen lines, only two are operated with one-man cars, with some additional use of this type of equipment on other lines on Sundays and during hours of light travel. The serious reduction in the number of passengers carried on the trolley cars in the Service-at-Cost territory requires that, if possible, some steps be taken to change this condition.

"This can best be done as demonstrated by the experience of other cities, by extending the use of one-man cars to some of the other lines and reducing the headway on these lines during the noon rush hours, making the service more attractive and the operation less expensive.

Standard Kept Up

"The service has been maintained, supervised and checked in accordance with the standards established in previous years.

"The regulation of vehicular traffic through the streets in the business section has been greatly improved by increased efficiency of street signals and effective work on the part of the police department; but regardless of this, congestion still exists at times on the principal streets, to the extent of seriously interfering with scheduled operation of cars.

"This is reflected in inconvenience to passengers waiting for delayed cars. This condition also increases the cost of operation by slower speed of cars, increased possibility of accidents and resulting damage to equipment. The average rate of speed maintained by street cars has a serious effect on operating expenses. The average in Rochester during the past year was 2.3 miles per hour.

"In some cities of a larger population than Rochester, an average rate of twelve miles per hour is maintained. The main reason for this is that the streets have been made and still being made as conditions warrant. In general, the cars are properly illuminated.

"(d) Reconstruction work during the year included replacement of track and pavements on Main Street East, Bronson Avenue, St.

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"During the year the French Boudoir, \$6 to \$35.
Made of brilliant lace, satin lined.

Lace Boudoir
Pillows \$1.95 to \$4.95
Gift list with such gifts as

Spend just a short time in this interesting gift section of the Art Shop
Milady's Boudoir
Art Gifts for

Practical styles and colors preferred for traveling and at school.
\$2.98 to \$6.98
Serviceable Corduroy

carried on the gasoline buses 1,024,000 during the year, a total of 2,567,000, or 100 per cent, of the whole year.

"The history of street railway operation throughout the country shows that, immediately after an increase of fare is put in effect, there is a falling off in the number of passengers which continues for some time, after which the tendency is to a gradual increase.

Effect of Raise

"The two increases in fare which occurred during the eight years of operation of the contract, were the cause to some extent of the 17.7 per cent. falling off in passengers during the period.

"General business conditions during some of these years were also a contributing factor, but the principal reason was the competition of the ever increasing number of private automobiles operated.

"This is demonstrated by the foregoing table which shows that the number of passengers carried, ranging from 2.1 per cent. to 9.3 per cent., except the year 1922-1923, during which there was an increase of 2,171,444 or 2.9 per cent., compared with the previous year.

extent continued through the entire winter into the early spring. "During that period large numbers of automobiles were laid up and the people who formerly rode in these autos used the street cars, which accounted in a large measure for the increase in the number of passengers carried during that year.

Loss General

"With few exceptions the decrease in the number of passengers carried on city systems has been general throughout the country.

"The usual expenditures for maintenance were made on tracks and pavements over the entire system.

"(c) Car routing with the exception of temporary changes has remained as before. There has been considerable adjustment of car stops which service conditions.

"On this date, also, the local service which formerly ran between Winton Road loop and Oak Street loop was extended to the western terminus of the subway at Driving Park Avenue, with two cars in operation on a thirty minute headway.

"On March 19, 1928, an additional car was added to the local service during the morning and evening rush hours, reducing the headway during those hours making the minimum head fifteen minutes.

"On April 16, 1928, the Rochester and Syracuse Interurban cars were diverted from the surface lines into the subway. These cars were operated between the

cars were diverted from the surface into the subway at Lyell Avenue and run in the subway between the Lyell Avenue ramp and Court Street loop.

"The ordinance which provides for the present schedule is furnishing more service than the traffic warrants. This statement is confirmed by the fact that during the period of thirty minute service, the number of revenue passengers carried per car mile was approximately 2.50.

"Since the service was increased, the number of revenue passengers per car mile was 2.23, the fact that the per car mile was approximately 2.50.

"The agreement further provides that separate accounts shall be kept of all revenues and expenses resulting from operation of the subway.

"To accomplish this, some method of allocation of supervisory and other costs between the subway and the system as a whole was necessary, and this was arranged for in the above mentioned agreement, in which it was provided that an auditor for the City of Rochester, the auditor of the commissioner of railways and the auditor of the New York State Railways should formulate a plan of determining charges against the subway, and allocating other costs between it and the general system.

"This has been done and the plan approved by his honor the mayor, the president of the New York State Railways, and the commissioner of railways, and all charges of operating expenses for the subway have been and are now being made in accordance with this approved plan.

"In conclusion, no attempt is here made to forecast the future results of operation of the subway, but every facility is being furnished to continue the present increase in both passenger and freight business.

"It is believed that the riding public are generally satisfied with the service, that the shipper are also generally being well served, and that the financial results of operation of the subway under the unfavorable conditions which existed during the period of its operation in this fiscal year, must be gratifying to all interested—all of which to a great extent, is due to the hearty cooperation of Mr. Hamilton, president of the New York State Railways, and the efficient operating department under him.

"Respectfully submitted,
"C. R. BARNES
Commissioner of Railways
"Dated, December 10, 1928.

Passengers Carried by Y

1920-19 TROLLEY

Year	Passengers	Revenue
1920-1921	75,317,829	73,749,709
1921-1922	75,924,153	74,039,667
1922-1923	72,441,331	70,338,834
1923-1924	67,200,690	62,020,118
1924-1925		
1925-1926		
1926-1927		
1927-1928		

The total number of revenue passengers in the first year under 1927-1928 was 62,020,118. The difference of 13,297,711 represents. On the first of January, 1926, the cash fare was increased from increased from 8c to 9c, which it is at present.

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"On March 19, 1928, an additional car was added to the local service during the morning and evening rush hours, reducing the headway during those hours making the minimum head fifteen minutes.

"On April 16, 1928, the Rochester and Syracuse Interurban cars were diverted from the surface lines into the subway. These cars were operated between the

cars were diverted from the surface into the subway at Lyell Avenue and run in the subway between the Lyell Avenue ramp and Court Street loop.

"The ordinance which provides for the present schedule is furnishing more service than the traffic warrants. This statement is confirmed by the fact that during the period of thirty minute service, the number of revenue passengers carried per car mile was approximately 2.50.

"Since the service was increased, the number of revenue passengers per car mile was 2.23, the fact that the per car mile was approximately 2.50.

"The agreement further provides that separate accounts shall be kept of all revenues and expenses resulting from operation of the subway.

"To accomplish this, some method of allocation of supervisory and other costs between the subway and the system as a whole was necessary, and this was arranged for in the above mentioned agreement, in which it was provided that an auditor for the City of Rochester, the auditor of the commissioner of railways and the auditor of the New York State Railways should formulate a plan of determining charges against the subway, and allocating other costs between it and the general system.

"This has been done and the plan approved by his honor the mayor, the president of the New York State Railways, and the commissioner of railways, and all charges of operating expenses for the subway have been and are now being made in accordance with this approved plan.

"In conclusion, no attempt is here made to forecast the future results of operation of the subway, but every facility is being furnished to continue the present increase in both passenger and freight business.

"It is believed that the riding public are generally satisfied with the service, that the shipper are also generally being well served, and that the financial results of operation of the subway under the unfavorable conditions which existed during the period of its operation in this fiscal year, must be gratifying to all interested—all of which to a great extent, is due to the hearty cooperation of Mr. Hamilton, president of the New York State Railways, and the efficient operating department under him.

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"Dated, December 10, 1928.

"The eastern end of the subway, approximately one-half the total length, extending between Oak Street loop and the Rowlands terminal, was declared completed some time previous to December 1, 1927. Immediately upon the completion of this portion, there were insistent demands that operation be commenced.

"The nature of these demands and requests for operation was such that it was thought best to comply and the service was placed in operation on December 1, 1927. This was not in accord with prudent economical operation.

"The opening up to service of one-half of the subway carried with it supervisory and other charges which would have been necessary to the operation of the subway as a whole. This limited operation of the subway did not tend to develop passenger travel nor was there any incentive to increase freight traffic.

"Between December 1, 1927, and April 15, 1928, the service on the local lines in the subway was run on a maximum headway of thirty minutes, and a minimum headway of fifteen minutes. After that date and at present, these cars are operated on a ten minute headway during rush hours and a fifteen minute headway up to 6:40 p. m.

"On that date, the Rochester, New York State Railways, and the efficient operating department under him.

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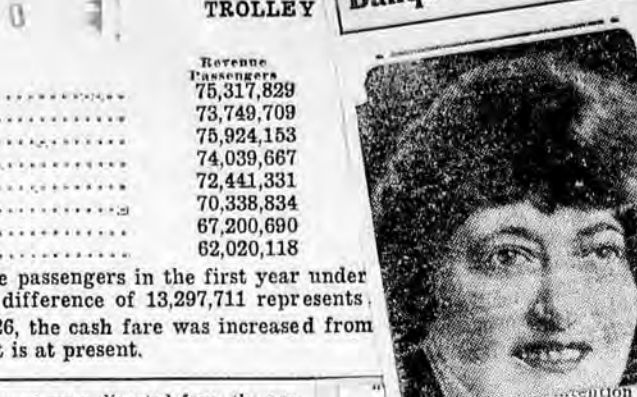
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Banquet at 'Home'



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"The nature of these demands and requests for operation was such that it was thought best to comply and the service was placed in operation on December 1, 1927. This was not in accord with prudent economical operation.

"The opening up to service of one-half of the subway carried with it supervisory and other charges which would have been necessary to the operation of the subway as a whole. This limited operation of the subway did not tend to develop passenger travel nor was there any incentive to increase freight traffic.

"Between December 1, 1927, and April 15, 1928, the service on the local lines in the subway was run on a maximum headway of thirty minutes, and a minimum headway of fifteen minutes. After that date and at present, these cars are operated on a ten minute headway during rush hours and a fifteen minute headway up to 6:40 p. m.

"On that date, the Rochester, New York State Railways, and the efficient operating department under him.

"Respectfully submitted,
"C. R. BARNES
Commissioner of Railways
"Dated, December 10, 1928.

"The eastern end of the subway, approximately one-half the total length, extending between Oak Street loop and the Rowlands terminal, was declared completed some time previous to December 1, 1927. Immediately upon the completion of this portion, there were insistent demands that operation be commenced.

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Paving Graft Case Opens Next Week In County Court

City Prepared to Press Charges Against John Petrossi, Alleged to Have Paid Inspector \$60 to Cover Shortage in Paving Materials.

County Judge Frederick L. Dutcher today set Dec. 17 as date for the trial of John Petrossi, contractor, of St. Paul Boulevard, Irondequoit, who is under indictment for bribery in connection with the execution of city paving contracts.

Petrossi was freed on a \$5,000 bail after he had pleaded not guilty Oct. 25.

The specific charge against Petrossi is that he attempted to influence Edward J. Lynd, city inspector, in the laying of pavement in Jersey Street, June 11, later paying Lynd \$60 for passing receipts for loads of paving material never delivered.

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Forman Warns City Its Downtown Area Must Be Developed

Else Property Values Will Be Cut in Half in Decade, He Predicts—Reluctance to Appropriate \$15,000 For Broad Street Extension Survey.

Benjamin Forman, head of B. Forman Company, South Clinton Street, told the City Council last night that unless something is done by the city to develop the downtown section of Rochester, the most valuable business property, within 10 years, won't be worth fifty cents on the dollar.

Mr. Forman was the last speaker at a hearing on a resolution introduced by Councilman Harry C. Goodwin to appropriate \$15,000 for a survey of the cost of extending Broad Street east from South Avenue to Alexander Street.

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Supported at Hearing

**Veteran Express Employee
To Be Honor Guest of Staff**



ALBERT FEHR

Members of the staff of the American Railway Express Company will gather at the Powers Hotel tomorrow evening for a testimonial dinner to one of their number who has served the company for nearly half a century, and who today will complete that service. Albert Fehr, who will celebrate his seventieth birthday today, will be relieved from active service as chief clerk to the superintendent, and his name will be added to the Roll of Honor, with a record of forty-seven years and ten months' service, part in Rochester, and part in Buffalo and Lyons.

In 1902 Mr. Fehr was appointed chief clerk to the superintendent here, and he has filled that post during the last twenty-six years. His vigor, ability and pleasant personality have endeared him to all who have become associated with him. The dinner tomorrow evening will be attended by officials and employees of the company from many points outside the city, as well as from the Rochester office.

Mr. Fehr lives at 20 Woodbine Avenue.

Chamber Adds 927 Members Swelling Treasury \$38,865

With a total of 927 new members reported up to yesterday noon, the Chamber of Commerce's biggest membership campaign came to an end.

While the goal had been fixed at 1,000, both Charles L. Cadie, general chairman of the campaign committee, and Harry P. Wareheim, campaign manager, expressed satisfaction with the result, in view of the obstacles encountered.

Total 'Money Value' \$28,865

At the final luncheon yesterday, the ten divisions reported 146 mem-

bers, fruits of the work of the 521 workers from Friday noon. The "money value" or the amount paid into the Chamber treasury in the shape of membership dues, of the 146 members was \$4,380, and of the entire 927 members, \$28,865. Each division had a money quota of \$4,000 and the final amount paid in was 72 per cent. of this.

Memberships were divided into five classes, and only regular members paid the highest dues of \$40.

The close of the drive found the

Continued on Page 19

Council Studies B., R. & P.'s \$32,299 Bill for Dredging

Notwithstanding a favorable report by the Finance Committee, which recommended the payment of \$32,299.71 to the Buffalo, Rochester & Pittsburgh Railway Company for dredging the Genesee River in 1926 so as to make it navigable for vessels, respectively

the City Manager, relating to a bill presented by the Buffalo, Rochester & Pittsburgh Railway Company against the City of Rochester for \$32,299.71 for dredging the Genesee River in 1926 so as to make it navigable for vessels, respectively

FACTFINDING PLAN LAUDED BY SPEAKERS

**Crowd of Interested
Citizens Overflows
Council Chambers**

REALTORS' BOARD OFFERS SERVICES

**Extension Viewed as
Step to Big Future
Development**

By HIRAM MARKS

Exhaustive arguments were presented to the City Council last evening by a large group of speakers to sustain the contention that it is advantageous to the city that a fact-finding survey be made of the cost of extending Broad Street eastward, so that this improvement may be considered with reference to a general city plan for Rochester that will be formulated by a financial advisory board which is soon to be appointed by City Manager Stephen B. Story.

The argument was made before the finance committee, made up of Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, and Councilmen Edward P. Flynn, in support of a resolution by Councilman Harry C. Goodwin, authorizing the appropriation of \$15,000 to pay for an engineering survey and an appraisal of the real estate that it will be necessary to acquire for the project.

Council Chambers Filled

The Council chambers were filled to overflowing for the hearing, a large number of interested taxpayers stood in the halls. A number could not get close enough to the hearing to follow the proceedings, and turned away. Arguments in support of the resolution were presented in an orderly program of speaking arranged by Henry T. Noyes, an enthusiastic supporter of the civic center plan on the river site and the extension of Broad Street, in conjunction with the Real Estate Board of Rochester, which is expected to make the appraisal if the resolution passes.

Mr. Noyes said that the extension of Broad Street eastward is a project of such magnitude that it should be considered only in the light of the most intelligent facts obtainable. He directed considerable argument to the competency of a survey and appraisal such as is contemplated by the resolution, in presenting to the people of Rochester an accurate estimate of the cost in public funds of such an improvement as the extension of Broad Street. He said that any information that can be given the public or the financial advisory committee, is fully justified, and that the resolution was along "the lines of good public policy."

Mr. Noyes Lauds Planning Board

Mr. Noyes presented a letter from Harper Sibley urging favorable action on the resolution. Mr. Sibley is a member of the former City Planning Commission, which recommended the extension of Broad Street as an improvement necessary to the city's progress.

"The former City Planning Board composed of James Sibley Watson, Harper Sibley, Frank W. Lovejoy, John A. Fletcher, Corporation Counsel Clarence M. Platt and Herbert N. Pierce," said Mr. Noyes, "less than a year ago and in December, 1927, after years of study, submitted to the public and directed the mailing of copies to the new council, a program or list of improvements 'which in the opinion of this board are all of pressing importance and said board hereby commends these matters for early consummation.'"

"That program, without defining relative importance, specified first in the list the extension of Broad Street 'not less than 100 feet wide from South Avenue to Alexander Street.'"

"How can any new program board pass better judgment than the former City Planning Board, members of which had served upwards of and over 10 years of

TROLLEYS NEARLY NET 6 PER CENT.

**Accumulated Deficit Gives
Right, Under Contract,
to Increase Fare**

PAVING RELIEF URGED

**Loss on Subway Relatively
Small, Service Excellent,
Commissioner Reports**

Continued shrinkage in passenger revenue of the Rochester lines of the New York State Railways which may necessitate more extensive use of one-man cars, is emphasized by Charles R. Barnes, commissioner of railways, in his eighth annual report, submitted yesterday to Mayor Joseph C. Wilson and the City Council.

The report covers the period ended July 31 and shows in the year ended on that date \$5,080,419 passengers were carried on the Rochester lines, a shrinkage of 6,637,398, or 7.4 per cent. from the total for the preceding year.

Stresses Motor Competition

Severe competition that the trolley lines are facing from automobile travel, is stressed in Commissioner Barnes' report, which gives much statistical and general information about the Rochester traction lines. He points out that only in 1922-1923 was there an increase in passengers, and he said that it was owing to the severe winter and the lowered of motoring, causing additional patronage to be given to the railways.

Means of improving the service as a factor in attracting additional travel are outlined by Commissioner Barnes. He cites the increased use of one-man cars in other cities has proved popular as a means of curtailing overhead expense, so that cars can be operated more frequently in non-rush periods. The more frequent the travel, it is contended by Commissioner Barnes, the greater the patronage, contingent with good operating.

Continued on Page 21



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"How can any new program board pass better judgment than this former City Planning Board, members of which had served upwards of and over 10 years of time in studying the needs and requirements of Rochester?"

Urges Aid for Commission

"Here, however, is an official program for public improvement prepared by a very competent official city board less than a year ago. Here is the only official program which the city has now before it for guidance. That program places the Broad Street extension among the few public improvements of first importance."

Continued on Page 18

FLU SPREADS IN KANSAS

Topeka, Dec. 10 — (AP) — An epidemic of influenza was reported in Kansas by the State Board of Health authorities today. Figures showed 13,526 reported cases of the disease during the last week. The older forms prevailed.

CASS WASHERS
General Washing Machine Service
159 Sanford St.—Monroe 7488

E. H. KNAPP & SON
ROOFING
Furnaces—Heating
Repairing
384-6 South Ave. Stone 157

OFFICE FURNITURE
Desks, Tables, Chairs, Stools,
Files, Steel Equipment
WILEY, 86 North St.

MATTRESSES
Sterilized and Renovated
With New Covering
Box Springs
Renovated and Upholstered—
Pillows
Renovated
24-Hour Service
Genesee 5524
Guarantee Bedding Co.
148 Cady Street

Tickets to **EUROPE**
Cruises around the world in the Mediterranean, Africa, South America, California via Panama Canal, Hawaiian Islands, Bermuda, Porto Rico, Havana. Personally conducted cruises to all parts of genuine interest in the West Indies, during Dec., Jan., Feb. and March. Excellent accommodations available at low, minimum rates, if you book early. Descriptive printed matter for the asking. Telephone Main 4020, or apply at
Gilbert Steamship Agency
Powers Building
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Speaking of
CHRISTMAS CARDS:
Nowhere Else
Will You Find
Such An
Assortment
As At

NEW ADVERTISEMENTS

PAYNE & DUNHAM
COAL COKE
34 Bronson Ave.
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126-132 SOUTH AVE.
DESIGNS, SAFES, CHAIRS, FILES
EXPERIENCE PROVES THIS!
The BEST in Office Furniture means greater EFFICIENCY in every business. Our Experience PROVES this!

FREE DIAMOND

With Every \$25 Purchase Genuine Diamond set in 18-K solid gold mounting Rosenberg's Timely Gift to You. COME EARLY!
Rosenberg's
89 STATE ST.
ROCHESTER, N. Y.

CHRISTMAS
Trees—Wreaths
Laurel and Pine
Roping



Make your selection early from our stock of specially selected trees now on sale at our Christmas Annex

TWO DOORS WEST
"We Deliver"

Rochester Floral Co.
33 Franklin Street
Stone 3453



\$6.50

is the price of Phelan's Economy Line of Smart Footwear for Women and Girls

You'll have at this popular price a good many styles from which to choose, especially

Many Speakers

FACT FINDING PLAN LAUDED BY SPEAKERS

Continued from Page 17

"This new financial program committee is still to be appointed. It will be composed of volunteer citizens serving without pay. Any new board or committee usually consumes many months in finding itself. But the delays in this case will be much greater than ordinary. There is little precedent to guide this new committee. It's all a new task. There is no paid staff now in existence. The staff will have to be created, and a procedure and plan of work developed and then organized. Last, but not least, we have no complete city plan, and will not have for a long time.

"However, our major problems are known. A complete city plan will not change them. Therefore, you have it in your hands to 'make' this new committee.

"To submit to it right at the start the facts and figures as to Broad Street, together with the other important proposals involving capital expenditures, such as for schools and bridges, would start the work of the new committee in a most effective manner. It would give the committee some very definite things to tackle. Neither the new program committee, nor any individuals, can intelligently deal with nebulous estimates and guesses. Cold, hard, expert facts in themselves demand and receive attention. The city, at city expense, is to furnish the cold, hard, expert facts regarding schools and bridges. All we ask of you is to give us and the new program committee the similar facts regarding Broad Street."

Does Not Commit City

The arguments were summed up by Andrew L. Gilman of the law firm of Wile, Oviatt & Gilman, representing a group of property owners. Mr. Gilman asserted that so much uncertainty exists regarding the extension of Broad Street that property owners in the area through which the streets is suggested to pass are unable to plan for the development of their real estate, and as a consequence it has reached virtually a chaotic situation. He contended that a fact-finding inquiry would be a step toward determining whether the improvement is feasible and can be accomplished within the city's ability to finance. He said that the finding of facts would not commit the city to any action, and maintained that no harm could come from the information gathered, and it would not be prejudicial to anybody's property rights or interests, yet would prove exceedingly valuable in the promulgation of a plan for the further development of Rochester.

The desirability of making an appraisal to place the city on strong ground in the formulation of a program for larger projects that must necessarily take cognizance of the sentiment for Broad Street extension, was stressed by Ernest C. Whitbeck, attorney for the Genesee Valley Trust Company. Mr. Whitbeck asserted that the same arguments that compelled action by the city appropriating \$50,000 for a survey of the bridges applied in the matter of determining the cost of Broad Street extension.

Promise Competent Appraisal

The hearing was opened by Joseph P. Engel, president of the Real Estate Board, who outlined the general attitude of realtors toward the improvement. James J. Carmichael, chairman of the appraisal committee of the Real Estate Board

cited the facilities available through the board in making a comprehensive appraisal of the property that would have to be acquired. Similar arguments were advanced by Lester Shade, former president of the board, who said that the appraisal would mean the efficient and intelligent determination of costs.

E. Reed Shutt, attorney, speaking for the Real Estate Board, directed his principal argument to showing the advantage to the taxpayers in having a definite appraisal by a competent real estate board, so as to prevent as far as possible manipulation of prices by speculative interests. He said that the fixing of values by the board, together with those of key properties in other sections that are comparable, would control excessive speculative manipulation.

Argument favoring an investigation of the costs of the project was presented by Frederick J. Welder of the Barr & Creelman Company, H. J. Sullivan, Milton S. Lum, Edmund M. Alling of Alling & Miles, and Fred Strohm of the R. J. Strassburgh Company.

Dangerous Precedent, Says Donahue

George C. Donahue, secretary of the Automobile Club of Rochester, said that the club favored the extension of Broad Street, and said that the directors have taken no action on the resolution for the appropriation of \$15,000 for the inquiry. Speaking as an individual, Mr. Donahue said that he felt that the appropriation of \$15,000 from general city funds in the interest of an improvement of benefit to a specific section of the city formed a dangerous precedent and that a group interested in some other improvement might avail itself of the rule established.

Opposition to the ordinance was expressed by Mr. Beach, one of the owners of the Clinton Hotel property. He said that the question was one that should be determined by the financial advisory committee, and asserted that the extension of Broad Street might well be started from the eastern end, and that the widening of Court Street might suffice requirements for some years to come.

This argument was answered by Mr. Gilman, who asserted that the investigation into the costs of Broad Street extension did not tie the hands of the financial advisory committee, but on the contrary, presented it with valuable information upon which to base an adequate judgment as to the financial possibilities of the improvement.

Claims Protection for Merchants

B. Forman said that unless something is done for the benefit of the downtown section, real estate in that part of the city will depreciate 50c on a dollar in ten years. He said that the city has done nothing to make it possible for merchants to do business with convenience, and asserted that Broad Street might be a start in that direction. He added that he felt it would take more than the extension of Broad Street to stem the tide of depreciation in downtown valuations, from which the city receives, Mr. Forman asserted, its greatest taxation. He invited attention to the decentralization of the retail business, how it was spreading to the outskirts, where property valuations were not high, and said that the city has a direct interest in doing something to protect the downtown real estate from which it derives heavy revenue.

Among the many attending the hearing were John Connors of Howe & Rogers Company, Robert Humphrey, Charles E. Howe, Thomas J. Northway, Charles P. Fisher, Philip T. Probst, William E. Sloan, Frank J. Smith, Albert R. Galle, Roland K. Travers, George W. Henner, William A. Narremore, William J. Johnson, John Callahan, and A. L. Thompson.

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Sterilized and Renovated
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our stock of specially selected
trees now on sale at our Christ-
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Smart Footwear for
Women and Girls

YOU have at this popular
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from which to choose—specially
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velvets, patents, plain or with
reptile trim, and other desired
materials—with moderate heels
or spike heels, as you wish.

Here you receive expert fitting
service from a stock with a wide
range of sizes and widths. We
are specialists in narrow widths
At \$6.50, sizes 10 1/2 as large as 9
and as narrow as 4 1/4.

Phelan's
11 Andrews Street

HAVE an complete city plan, and
will not have for a long time.

"However, our major problems
are known. A complete city plan
will not change them. Therefore,
you have it in your hands to
"make" this new committee.

"To submit to it right at the start
the facts and figures as to Broad
Street, together with the other im-
portant proposals involving capital
expenditures, such as for schools
and bridges, would start the work
of the new committee in a most ef-
fective manner. It would give the
committee some very definite things
to tackle. Neither the new program
committee, nor any individuals, can
intelligently deal with nebulous es-
timates and guesses. Cold, hard, ex-
pert facts in themselves demand
and receive attention. The city, at
city expense, is to furnish the cold,
hard, expert facts regarding schools
and bridges. All we ask of you is
to give us and the new program
committee the similar facts regard-
ing Broad Street."

Does Not Commit City

The arguments were summed up
by Andrew L. Gilman of the law
firm of Wile, Oviatt & Gilman,
representing a group of property
owners. Mr. Gilman asserted that
so much uncertainty exists regard-
ing the extension of Broad Street
that property owners in the area
through which the streets is sug-
gested to pass are unable to plan
for the development of their real
estate, and as a consequence it has
reached virtually a chaotic situa-
tion. He contended that a fact-
finding inquiry would be a step to-
ward determining whether the im-
provement is feasible and can be
accomplished within the city's abili-
ty to finance. He said that the
finding of facts would not commit
the city to any action, and main-
tained that no harm could come
from the information gathered, and
it would not be prejudicial to any-
body's property rights or interests,
yet would prove exceedingly valu-
able in the promulgation of a plan
for the further development of
Rochester.

The desirability of making an
appraisal to place the city on strong
ground in the formulation of a pro-
gram for larger projects that must
necessarily take cognizance of the
sentiment for Broad Street exten-
sion, was stressed by Ernest C.
Whitbeck, attorney for the Genesee
Valley Trust Company. Mr. Whit-
beck asserted that the same argu-
ments that compelled action by the
city appropriating \$50,000 for a
survey of the bridges applied in the
matter of determining the cost of
Broad Street extension.

Promise Competent Appraisal

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Baseball Deals Fall Short of Expectations at Session

New York, Dec. 10.—(Special)—The first day's meeting of the National League in the Waldorf Astoria today was a dud so far as the swapping or buying of baseball talent was concerned. Delegates were there from the eight clubs all right and there was a profusion of talk but little of it was interesting to the addicts who leave their cash at the gates in the Summer time.

Vic Aldridge and Russell Wrightstone, who played baseball for the Giants last summer won't play baseball for the Giants next summer. The pitcher and infielder, respectively, will be in the uniforms of the Newark Bears. Managed by Tris Speaker. John McGraw sold them over the river today, but how much the pair cost neither Tris nor McGraw would say.

The dove of peace floats over Ebbets field, Brooklyn. Your Uncle Wilbert Robinson will be president and manager again for another year. The Brooklyn baseball club's board of directors didn't hold a meeting today as expected and won't meet until next April. A wag wandering dizzily through the rotunda of the Waldorf declared the McKeever-Robinson fight was far too big to hold indoors and so they postponed it until the out door season comes around.

Steve McKeever and his supporters wanted the meeting held at the Waldorf.

Mt. Carmels Start With Victory Over Manchester Outfit

Mt. Carmels started their basketball season on their home court last night with a 42-to-25 victory over the Manchester town team. The towners gave Donabella's team a close fight the first half but the Carmels outclassed their opponents in the second period and piled up a big lead.

Score at the end of the first half was 19 to 13 for the homesters who displayed poor passwork in their opening contest. The team got going, however, in the third period and scored enough points to keep well in front.

Vic Carr led the scorers of the night with five field goals. Gervasi and Nigro played good ball on the defense for the victory and reached 25 points. Jimmy Nigro and Nels Wiles also played a good passing game for the home team. DeBroote and Stark showed heat for Manchester.

Father Poery started the two teams on their way by tossing up the first ball. Summary:

MT. CARMELS			MANCHESTER		
G. F. T.	G. F. T.		G. F. T.	G. F. T.	
olan, rf	3 0 6	4	Groote, rf	1 3 5	
Gyasi, lf	2 0 4	5	Smith, lf	1 0 2	
Wiles, c	1 1 3	2	Vienna, lf	3 0 6	
arr, c	5 0 10	6	Werner, rf	3 0 6	
iger, rf	3 0 6	6	Stark, c	2 2 6	
Nigro, lf	3 1 7	6	Griffin, lf	0 0 0	
Gasi, lf	3 0 6				

Totals... 20 2 42 Totals... 10 0 25
Score at half time, Mt. Carmels 19; Manchester 13; referee, Pastorilla.

The idea is to strengthen the Graves, all right, but not too much. It will be recalled that the American League once, in a moment of magnanimity, strengthened the Fankies. Now observe them.

At the formal session tomorrow afternoon, the club owners will formulate some propositions to be acted on at the joint meeting of the two big leagues in Chicago on Thursday. It is the aim of the club proprietors to determine among other things just what is "quick delivery" before another world series is played.

Eber Brothers to Practise Tonight

The Eber Brothers basketball team will hold a work-out tonight on the New York Central Court on Portland Avenue. The team opens its season Thursday night against the Portlands on the same court. The following players are asked to report for the work-out: Wiles, Harrison, Collin, Johnson, Rabin, Cooper and Shapiro.

Jim Mooney Elected Georgetown Captain

Washington, Dec. 10.—(P)—Jim Mooney of Chicago, a tackle, today was elected captain of the Georgetown University football team for 1929.

American Court League

Team Standings		
Club	Won	Lost
Fort Wayne	5	1
Cleveland	4	2
New York	3	2
Rochester	3	2
Trenton	3	4
Pateron	1	3
Brooklyn	1	6
Chicago	0	3

Last Night's Results
Fort Wayne 25, Trenton 12.

WEEK'S SCHEDULE

Tonight	
Trenton at Fort Wayne	
Tomorrow Night	
Fort Wayne at New York	
Trenton at Chicago	
Thursday	
Rochester at Cleveland	
Friday	
Rochester at Cleveland	
Fort Wayne at Trenton	
Saturday	
Fort Wayne at Pateron	
Cleveland at Rochester	
Sunday	
Fort Wayne at New York (afternoon)	
Fort Wayne at Brooklyn (evening)	

Hermans Is Winner Over Peter Dukie in Pocket Billiard

Before a large crowd, Hermans exhibited a fine pocket billiard last evening, defeating Peter Dukie by 100 to 50 in the first round of the local amateur championship being held all night at Granger's Billiard State Street.

Tonight "Chet" Egan, 1927 Rochester state champion, will play Chas. Lafe Ward will exhibit.

Basketball

The Charlotte Hoodooes took up against the Sea Devils tonight at the Olean High School. There will be a big game, with dancing and the main clash.

The Seals would like to get from last amateur games. The team, who played the Aquinas Reserve, a light workout tomorrow and all players are asked to be at 8 o'clock at the club. For games call A. White, 3446-R, or Main 6341-R.

The Crystals would like to book games with the Camp Crook, Mt. Carmel Grammas and other teams in that area. For games call E. Fox, 276 Atlantic, or call Genesee 1800.

The Cliffords are the star of a court on Wednesday and Friday nights and will like to book games with junior and pro teams. For games call F. J. Glenwood 1533-M, or write J. J. Terrace.

The Reynolds will play the Monarch Juniors tonight at the State Street car barn at 7 o'clock. The following players are asked to report: Kester, Collins, McDonald, Hadsell, Cong and K. K. K.

Loria Battery would like to hear from Rochester and set of town teams. For games write W. Santora, 205 Springfield Avenue.

Panthers want games with Monarch, Aquinas Reserve and Brighton Reserves. Write C. Ryan 159 Cedarwood Terrace, or call Culver 1931.

The Reinhardtts are about games and a manager and would like to get both. Any one interested in managing a good team, write A. Valenti, 1283 Clinton Avenue.

Fairport has organized a team and would like to book games with fast teams. For games write support write Manager Hays, 314 Church Street, Fairport.

Save Electrics Win from Hayden, 45-44

Hayden A. C. last night on the Bells Avenue Baptist Church court, 45-44, trailing 23-13 at the end of the first half, the Save Electrics came back strong in the second half to nose out their opponents. Summary:

SAVE ELECTRIC HAYDEN			
G F T			
Frdman rf	2 6 10	Torling lf	2 4
Levin lf	8 0 16	Kennedy lf	2 4
Moder's c	1 0 2	Torling c	0 0
Isaac's rf	2 0 4	Spangale lf	0 0
Mymet lf	6 1 13	Kerry lf	0 0
		Bozzoni lf	1 2

Totals... 19 7 45 Totals... 21 11
Half time, Save Electrics 25; Hayden 13. Referee, Tillis.

WEST SIDE Y IN WIN

West Side Y, M. C. A. basketball team defeated the Royal Grays in their second straight win. Summary:

WEST SIDE			ROYAL GRAYS			
	G	F	T			
33	Jack'n, lf	2	0	4	Levison, lf	1
57	Bray, lf	5	0	10	Miller, lf	0
60	Fields, c	1	0	2	Quinn, lf	0
23	Hane'ck, c	0	0	0	Kirby, c	1
43	G'neat, rf	3	0	6	G'dwin, lf	0
55	Pittm'n, lf	1	0	2	Sigelo, lf	0
60	Lamon, c	1	0	2	Young, lf	0

Totals... 13 0 26 Totals... 2 1 5
Referee, Dinnunzio; score at half time, West Side 12, Royal Grays 3.

JO-MENS ORGANIZE

Jo-Mens have organized for the basketball season and would like to hear from teams in the 70-80 pound class. For games address Louis De Frank, 157 Oak Street.

YELLOW CAB VS. HOWITZER

The Yellow Cab will play the Howitzer A. C. tonight at Highland Court at 9. They will try and make it two in a row. The Cab boys play the Charlotte All Stars Friday evening. All players will report tonight at the Yellow Cab garage at 8 o'clock. For games call Joe Plasse, Main 2209.

BONAVENTURE AND R. B. I. IN RETURN GAME

Former Aquinas Stars Will Clash Tomorrow at Columbus Hall

Jack Carlin's Rochester Business Institute basketball team has high hopes of evening the series with the strong St. Bonaventure team tomorrow night when the two teams clash at the Columbus Hall auditorium.

Bonaventure, boasting one of the strongest teams in the history of the school, was forced to come from behind to beat the speedy Rochester team Sunday afternoon at Olean and with home surroundings Wednesday night Coach Carlin's youngsters are conceded a good chance of victory. The R. B. I. team held a light workout last night and will practise again this afternoon on the Columbus Hall court.

Pat Cronin, star center of the Bonaventure team and last year's captain, was greatly outplayed by Les Zernow in the game at Olean and the two pivot men are expected to stage a merry battle for honors tomorrow night. "Skeet" Flynn and Comardo, R. B. I. forwards who were held in check at Olean are due to break loose for some points. Brown and Nocheleski or Levin will start at guards for the R. B. I. quint.

Bonaventure's regular line-up, which was forced to play at top speed all the way to win Sunday, will again be used by Coach Reilly. Joe Kennedy and Leo Sullivan, both former captains of Aquinas Institute teams, will pair at the forward positions for the visitors with Cronin, center and "Yommo" McNally and "Rip" Riley, two more former Aquinas stars, at the guards.

Advance demand for tickets indicate a large turn-out for the game tomorrow night. Tickets are on sale at the Rochester Business Institute in Clinton Avenue South.

Wrightstone, Russell Wrightstone, pitcher, and Russell Wrightstone, utility infielder.

Aldridge was loaned to Newark last season, winning five straight games, but was recalled at the close of the baseball campaign. He came to the Giants from Pittsburgh in the deal involving Burleigh Grimes after pitching on two championship Pirates Clubs in 1925 and 1927.

Wrightstone spent eight years with the Phillies before coming to the Giants last season. He has played every infield position during his major league career as well as the outfield and is a consistent 300 hitter.

TRENTON LOSES TO FORT WAYNE

Hoosiers Hold Lead in Court Loop

Fort Wayne, Dec. 10.—(Special)—Fort Wayne had little difficulty disposing of Trenton in an American League basketball game tonight, beating the Easterners, 25 to 12. Trenton scored only one point in the second half, failing to make a field goal. The Hoosiers held the ball on the back court for the last three minutes of the game.


The first part of the game was close but the Hoosier drew away just before the end of the first half to gain a six point lead. Borgmann stood out with 12 points. Sullivan and Chadwick went to the side lines on fouls. Summary:

TRENTON			FT. WAYNE		
G. F. T.	G. F. T.		G. F. T.	G. F. T.	
Sullivan, rf	0 0 0	0	Reichmann, lf	3 6 12	
Chadwick, lf	2 0 5	2	Saunders, lf	0 2 2	
Keller, c	1 4 6	2	Chadwick, c	1 0 2	
Barlow, rf	0 1 1	0	Glascow, lf	2 1 5	
Kenna, lf	0 0 0	0	Miller, lf	2 0 4	
Doherty, lf	0 0 0	0	Chadwick, c	0 0 0	

Totals... 3 6 12 Totals... 8 9 25
Referee, Sugarman.

WHALEN SCRAP

SMOKE OR CHEW



Because it's made good on its taste alone WHALEN SCRAP is a good luck friend of all men who appreciate chewing tobacco in the natural leaf. Takes you back to the "home-spun days" for sure.

WHALEN 10¢
UNION MADE

Made a Good Purchase

94 Overcoats

that Retail \$30 to \$40

YOUR CHOICE

\$21.95

These Overcoats are made in Rochester

PAULL

44 St. Paul St.
Cox Building Open Evenings

Commissioner's Report on Street Railways

THE Commissioner of Railways herewith submits the eighth annual report of operations under the service-at-cost contract between the City of Rochester and the New York State Railways, for the year ending July 31, 1928. This report, which conforms to those of former years, includes supporting statistical data and financial statements necessary to a comprehensive review of the matters involved.

During the year the transportation system has been extended by eight months' operation of the Subway Railroad, which by authoritative action was placed under the service-at-cost agreement and its operation commenced Dec. 1, 1927. The system operated under the contract at the close of the fiscal year July 31, 1928, consisted of 162.14 miles single track, 16.14 miles double track, 2.73 miles trolley lines and 68.50 miles gasoline bus lines.

An analysis of the statistical information in the report shows that the general trend of decreased riding of former years has been continued during the present year. This shows that the total number of passengers carried on all lines including those designated under the heading "Transfer and Other Passengers" was \$5,080,419, a decrease compared with the previous year in total passengers carried of 6,637,398 or 7.4 per cent. The decrease consisted in a falling off in trolley riders of 6,694,694, offset by an increase in passengers on trackless trolleys and buses of 57,296, the bus service showing an increase of 2.3 per cent. The number of passengers carried on the trackless trolleys during the year was 1,539,471, on the gasoline buses 1,024,773, making a total of 2,564,244, 3.1 per cent. of the total passengers on the whole system. In considering the increased riding on gasoline buses, it must be borne in mind that this service was extended during the year by the addition of 10.15 route miles.

Increase in Trolley Miles

To transport the number of passengers riding during the year, there were 9,710,120 trolley car miles run compared with 9,544,212 trolley car miles in 1927. This mileage was an increase of 165,908 miles. The trackless trolley system operated 242,929 bus miles this year, and 239,790 bus miles the previous year, an increase of 13,139 miles. There were 438,447 gasoline bus miles operated this year, and in 1927 this mileage was 408,270, an increase of 29,177 miles.

The above comparative statement of passengers carried and car and bus miles operated shows that, notwithstanding the falling off in passengers, the service for the year has been maintained up to the usual high standards. This service is a reasonable one and fulfills the requirements of comfort and convenience of passengers.

An accompanying table shows information with reference to the number of passengers carried during the different years of Service-at-Cost operation.

The history of street railway operation throughout the country shows that immediately after an increase of fare is put in effect, there is a falling off in the number of passengers which continues for some time, after which the tendency is to a gradual increase. The two increases in fare which occurred during the eight years of operation of the contract, were the cause in some extent of the 17.7 per cent. falling off in passengers during the period. General business conditions during some of these years were also a contributing factor, but the principal reason was the competition of the ever increasing number of private automobiles operated.

Fewer Passengers Everywhere

This is demonstrated by the foregoing table which shows that each year there has been a falling off in the number of passengers carried, ranging from 2.1% to 9.9%, except the year 1922-1923, during which there was an increase of 2,174,444 or 2.9% compared with the previous year. The significance of these figures is in the fact that in the early part of the winter of 1922-1923, severe storms prevailed with a heavy snowfall which resulted in almost impassable streets. This condition to some extent continued through the entire winter into the early spring. During that period large numbers of automobiles were laid up and the people who formerly rode in these autos used the street cars, which accounted in a large measure for the increase in the number of passengers carried during that year.

With few exceptions the decrease in the number of passengers carried on city systems has been general throughout the country. Various methods have been adopted in different cities to revive street car riding, which to some extent have been successful. The greatest measure of success, however, has been reached by the introduction of one-man cars with more frequent service, especially during the nonrush hours. The use of this type of car has been increased from year to year, and at present there are very few cities in this country that are not using one-man cars on some line, and in a majority of cities they are successfully used on all lines. This is especially true in the cities in this state, as in Buffalo, Syracuse, Utica, Schenectady, Albany, Binghamton and Elmira where one-man operation prevails. In nearly all cases with the use of one-man cars the frequency of service has been increased with the result that the riding has been stimulated and operating expenses reduced. The operation of properly equipped one-man cars over a number of years has proven that they are as safe as two-man cars, and in most cases the number of accidents has been reduced.

One-Man Car a Remedy

In the City of Rochester, out of 14 lines only two are operated with one-man cars, with some additional use of the type of equipment on other lines on Sundays and during hours of light travel. The serious reduction in the number of passengers carried on the trolley cars in the service-at-cost territory requires that, if possible, some steps be taken to change this condition. This can best be done as demonstrated by the experience of other cities, by extending the use of one-man cars to some of the other lines and reducing the headway on these lines during the non-rush hours, making the service more attractive and the operation less expensive.

The service has been maintained, improved and extended in accordance with the standards established in previous years. The regulation of vehicular traffic through the streets in the business section has been greatly improved by increased efficiency of street signals and effective work on the part of the police department, but regardless of this, congestion still exists at times on the principal streets, to the extent of seriously interfering with scheduled operation of cars. This is a condition in many cities, and it is a condition in many cities, and it is a condition in many cities.

Figures on Operation of Lines

Results from operation of the New York State Railways, Rochester Lines, under the service-at-cost contract for the year ending July 31, 1928, are shown in this table. Figures on subway operation are for a period of eight months.

	Surface Lines	Subway	Total
Revenue from Transportation:			
Passenger Revenues	\$3,099,375.11	\$36,735.16	\$5,126,812.27
Chartered Car Revenues	2,123.00		2,123.00
Mail Revenues	87.72		87.72
Switching Revenues	5,245.82		5,245.82
Miscellaneous Transportation Revenues	1,396.46	101.10	1,497.56
Total Revenue from Transportation	\$3,108,817.11	\$36,836.26	\$3,145,653.37
Revenue from Other Railway Operations:			
Station and Car Privileges	\$1,014.17	\$ 517.42	\$ 1,531.59
Rent from Tracks and Facilities	2,409.42		2,409.42
Rent from Buildings and Other Property	3,604.29		3,604.29
Parcel Room Receipts	348.30		348.30
Total Revenue from Other Railway Operations	\$7,376.18	\$ 517.42	\$7,893.60
Total Railway Operating Revenues	\$3,116,193.29	\$37,353.68	\$3,153,546.97
Railway Operating Expenses:			
Maintenance of Ways and Structures	\$1,000,000.00	\$ 5,558.05	\$1,005,558.05
Maintenance of Equipment	1,000,000.00	7,779.69	1,007,779.69
Power	1,000,000.00	9,875.82	1,009,875.82
Conducting Transportation	1,000,000.00	33,418.05	1,033,418.05
Traffic Expenses	1,000,000.00	831.25	1,000,831.25
General and Miscellaneous Expenses	1,000,000.00	13,299.68	1,013,299.68
Renewals and Depreciation	1,000,000.00	200,000.00	1,200,000.00
Total Railway Operating Expenses	\$5,000,000.00	\$76,062.45	\$5,076,062.45
Net Operating Revenue	\$1,916,193.29	\$38,291.23	\$1,954,484.52
Auxiliary Operating Expenses	1,000,000.00		1,000,000.00
Auxiliary Operating Deficit	\$1,000,000.00	\$ 844.74	\$1,000,844.74
Net Operating Revenues	\$916,193.29	\$37,446.49	\$953,639.78
Taxes Assignable to Operation	\$1,000,000.00	\$27.25	\$1,000,027.25
Gross Income	\$1,916,193.29	\$37,419.24	\$1,953,612.53
Non-Operating Income	1,000,000.00		1,000,000.00
Gross Income	\$2,916,193.29	\$37,419.24	\$2,953,612.53
Return on Investment	1,000,000.00	2,788.50	1,002,788.50
Railway Operating Surplus	\$1,916,193.29	\$34,630.74	\$1,950,824.03

* Denotes Deficit.

Passengers Carried by Years

Passengers carried yearly by the New York State Railways, Rochester Lines, under the service-at-cost contract, are shown in the comparative table.

The total number of revenue passengers carried in 1928 was 62,620,118. The difference of 13,297,711 represents a 17.7 per cent. increase over the 51,322,407 passengers carried in 1927. On Jan. 1, 1926, the cash fare was increased from 7 cents to 8 cents and on Dec. 1, 1927, the cash fare was increased from 8 cents to 9 cents which it is at present.

Year	Revenue Passengers	Transfer & Other Passengers	Total	Decrease in Rev. Pass. Over Prior Years	Per Cent.
1924-1925	75,137,529	24,512,501	99,650,030	8,314,099	8.9
1925-1926	74,745,709	24,228,481	98,974,190	1,675,840	2.1
1926-1927	75,924,155	25,579,105	101,503,260	2,528,070	2.9
1927-1928	74,609,697	24,571,377	99,181,074	1,881,186	2.5
1928-1929	72,441,381	23,770,820	96,212,201	1,598,873	2.2
1929-1930	70,338,834	23,253,617	93,592,451	2,102,497	2.9
1930-1931	67,299,850	22,019,179	89,319,029	3,135,144	4.5
1931-1932	62,620,118	20,496,057	83,116,175	5,186,572	7.7

* Denotes Increase.

Passenger Traffic on Subway

This table shows the number of passengers carried on Rochester subway to July 31, 1928, the first eight months of operation of the subway, and the total revenue from passenger traffic. Passenger traffic is classified as to "revenue passengers" and "transfer passengers."

Lines	Revenue Passengers	Transfer Passengers	Total	Revenue
Local	1,055,304	487,825	1,543,129	\$23,343.60
Rochester & Buffalo	67,062	419,523	486,585	\$7,584.55
Rochester, Lockport & Buffalo	1,043,334	117,056	1,160,390	\$18,544.55
Rochester & Syracuse	9,794	60,665	70,459	\$1,112.50
Totals	2,115,494	1,067,069	3,182,563	\$40,585.20

Financial Report on Bus Lines

Results from operation of Rochester Railways, Inc., under the service-at-cost contract for the year ending July 31, 1928, are shown in this table.

	Gasoline Buses	Trolley Buses	Total
Revenues:			
Passenger Revenues	\$62,627.49	\$6,815.86	\$69,443.35
Other Transportation Revenues	215.18		215.18
Miscellaneous Operating Revenues	109.15	45.72	154.87
Total Operating Revenue	\$62,951.82	\$6,861.58	\$69,813.40
Operating Expenses:			
Maintenance of Plant & Equipment	\$19,292.27	\$9,569.49	\$28,861.76
Operating Garage Expenses	1,000,000.00	1,000,000.00	2,000,000.00
Transportation Expenses	1,000,000.00	1,000,000.00	2,000,000.00
Administration & General Expenses	\$1,770.62	\$60.26	\$1,830.88
Renewals & Depreciation	12,224.34	70.82	12,295.16
Total Operating Expenses	\$19,292.27	\$9,639.56	\$28,931.83
Operating Deficit	\$1,000,000.00	\$1,000,000.00	\$2,000,000.00
Taxes Assignable to Operation	\$35,056.21	\$ 7.90	\$35,064.11
Gross Deficit	\$19,292.27	\$9,647.46	\$28,939.73
Return on Investment	\$30,855.61	7.90	\$30,863.51
Bus Operating Deficit	\$13,299.13	\$11.56	\$13,310.69

Summary of Complete Report

A summary of the complete report of the New York State Railways, Rochester Lines, is shown in this table, with the accumulated deficit as of July 31, 1928.

Surplus from Surface Lines Year Ending July 31, 1928	\$ 67,898.52
Deficit from Subway Lines Year Ending July 31, 1928	8,123.04
Deficit from Bus Lines Year Ending July 31, 1928	69,403.29
Service-at-cost Deficit Year Ending July 31, 1928	329.80
Accumulated Deficit as of July 31, 1928	\$311,791.82

(b) The car heating program, inaugurated some time ago, to do away with the old-style heaters and replace with electric heaters, is very nearly completed, and the results are favorable to the health and comfort of the car riders.

(c) Changes in car lighting have been made and are still being made as conditions warrant. In general, the cars are properly illuminated.

(d) Reconstruction work during the year included replacement of track and pavements on Main Street East, Bronson Avenue, St. Paul Street and other smaller lines. The usual expenditures for maintenance were made on tracks and pavements over the entire system.

(e) Car routing with the exception of temporary changes has remained as before. There has been considerable adjustment of car stops which service conditions warranted.

(f) The power supply during the past year has been excellent and above any criticism of inadequacy or failure.

Financial Details

When operation under the service-at-cost contract was commenced in 1920, a system of accounting was adopted which conforms to the requirements of the Service-at-Cost Contract and the Public Revenue Commission of the State of New York.

Operation has been continued under such system, and an audit of the accounts has been made by July 31, 1928, certified public accountants. A certificate of this audit is attached to the report.

The financial statements in this report show that for the year there was a surplus from trolley operation of \$67,898.52, offset by a deficit from bus lines of \$69,403.29, and a deficit from subway operation of \$13,310.69, making a total deficit of \$14,815.46 for the year ending July 31, 1928.

The accumulated deficit, as shown in the summary of the complete report, was \$311,791.82. On July 31, 1927, the balance sheet showed a deficit of \$311,791.82. The deficit was increased by the operating deficit of \$13,310.69 during the year ending July 31, 1928, to the present deficit of \$335,102.51.

that transfers are so frequently exchanged between the cars, trolley, trolley and buses, leaving the buses and trolley in a position where they are performing a transportation service without directly obtaining revenue therefor. Inasmuch as from the beginning these services have been regarded and are still regarded as an integral part of the transportation system as a whole, it has not been thought desirable to charge the system by placing a value on transfers. It is probable that the financial showing of the supplementary services would be materially changed for the better, but this would entail the necessity for transferring the amount of such charges as a deduction against trolley operating expenses.

Coordination of transportation in the manner now existing in the City of Rochester is becoming increasingly necessary and involved throughout the country. The traveling public in a city can be transported with great ease and in more different public combinations with such equipment as motor buses, trolley cars and trolley omnibuses than could be true otherwise.

In addition to the trackless trolley and gasoline buses, we have another element of supplemental service in the subway passenger service.

In accordance with a provision between the City of Rochester and the New York State Railways and a provision in the service-at-cost contract, the operation of the subway railroad was included in the Service-at-Cost operation as a supplementary service. This provision of the contract permitted the city to require the New York State Railways to operate the Subway Railroad under the supervision of the Commissioner of Railways.

In compliance with urgent requests of the City Administration, interested temporary operation of that portion of the subway east of the Oak Street loop was commenced on December 1st, 1927. The passenger service installed on that date consisted of the Rochester and Eastern cars running between the Oak Street loop and the Oak Street loop, with one local passenger car operated between Oak Street loop and Winston Road loop on a half hour schedule. That operation was continued until February 10th, 1928. On that date the Rochester and Buffalo Interurban cars were diverted from the surface into the subway at Lyell Avenue and run in the subway between the Lyell Avenue ramp and Court Street loop. On this date, also, the local service which formerly ran between Winston Road loop and Oak Street loop was extended to the western terminus of the subway at Driving Park Avenue, with two cars in operation on a thirty minute headway.

New 15-Minute Headway

On March 19th, 1928, an additional car was added to the local service during the morning and evening rush hours, reducing the headway during those hours, making the minimum headway fifteen minutes. On April 1st, 1928, the Rochester and Buffalo Interurban cars were diverted from the surface into the subway at Lyell Avenue and run in the subway between the Lyell Avenue ramp and Court Street loop. On this date, also, the local service which formerly ran between Winston Road loop and Oak Street loop was extended to the western terminus at Driving Park Avenue, with two cars in operation on a thirty minute headway.

Tables contained in the appendix to this report show statistical information in reference to passengers carried in the subway by lines and by months. With the exception of seasonal fluctuation, generally on all lines, there has been a continuous increase in passengers carried in the Subway during the eight months of operation. During this period, there were carried 886,345 revenue passengers, 219,163 transfer and other passengers, a total of 1,105,508. To accommodate this travel there were 244,502 car miles operated. The tables mentioned with reference to Subway operation in the appendix, contain additional pertinent and interesting data.

Freight Service

Prior to the commencement of the operation of the subway railroad under the service-at-cost contract and during construction, freight cars were moved by the contractor to accommodate industrial plants located on the subway. This was done by one of the construction engines of the contractor. As on Dec. 1, 1927, the agreement for the subway operation was not executed and the New York State Railways had no locomotive with which to handle freight cars, this method of the contractor was continued. The service of shippers was continued until Dec. 15, 1927, with a New York State Railways' qualified man acting as pilot on the locomotive. On Dec. 15, 1927, a gasoline-electric locomotive was placed in service and continued to May 9, 1928. The renting of this type of locomotive was made necessary by reason of the fact that none of the industrial plant sidings were equipped with overhead electric lines. A electric locomotive built in the New York State Railways shops replaced the rented locomotive on that date.

Statistics in the appendix to this report show the number of freight cars moved through the subway each month during the eight months of the fiscal year that the subway was in operation. These total 521.

Rates on Subway

The current trolley fare with free transfers prevails in the subway, except between Highland Avenue and Rowlands, where an additional fare of five cents is charged. The service between these points consists exclusively of Rochester and Eastern Interurban cars. The present fare to and from Rowlands is the same as the through fare charged previously to these cars operating in the subway. From the date of the opening of the subway on Dec. 1, 1927, to July 31, 1928, the end of the fiscal year, there was no established freight service in operation in the subway. Some freight cars were, however, moved during that period for the accommodation of the industrial plants. For this movement a rate of \$40 per car was charged and paid by the shipper or consignee. Since July 31, 1928, however, agreements have been made with the shipper under which the steam railroad absorbs the switching charge of \$10 per car, and a rate of \$30 per car has been established for interchange between any two steam railroads.

The eastern end of the subway, approximately between the Oak Street loop and the Rowlands terminus, was completed some time previous to Dec. 1, 1927. Immediately upon the completion of this section, there were installed

approximately 2.60. Since the service was increased, the number of revenue passengers per car mile was 2.23. The real significance of these figures is shown by the fact that the revenue passengers per car mile on the whole trolley system under the service-at-cost contract, including the subway, is 6.39.

The total deficit from subway operation as of July 31, 1928, was \$8,123.04. An approximate allocation shows a deficit from freight operation of \$1,000.00, passenger operation deficit of \$7,123.04. While the total deficit is actual, the allocation is approximate by reason of the fact that it is not practicable to allocate between freight and passenger service all of the supervisory charges, track, roadbed and overhead maintenance.

At the end of the year there were 10 passenger cars for service in the subway. These cars are specially constructed and equipped for the subway. At present there is one electric locomotive in use in freight service.

The ordinance agreement between the City, the New York State Railways and the Commissioner of Railways contemplates the operation of the subway as one of the lines under the service-at-cost contract. Under this contract, all of the revenues derived from the operation of the subway are credited to the general fund, and all of the operating expenses of the subway are charged against that fund. The agreement further provides that separate accounts shall be kept of all revenues and expenses resulting from operation of the subway.

Subway Expansion Fostered

To accomplish this, some method of allocation of supervisory and other costs between the subway and the system as a whole was necessary, and this was arranged for in the above mentioned agreement, in which it was provided that an auditor for the City of Rochester, the auditor of the Commissioner of Railways and the auditor of the New York State Railways should formulate a plan of determining charges against the subway, and allocating other costs between it and the general system. This has been done and the plan approved by his Honor the Mayor, the president of the New York State Railways, and the Commissioner of Railways, and all charges of operating expenses for the subway have been and are now being made in accordance with the approved plan.

In conclusion, no attempt is here made to forecast the future results of operation of the subway, but every facility is being furnished to continue the present increase in both passenger and freight business. It is believed that the riding public are generally satisfied with the service, that the shippers are also generally being well served, and that the financial results of operation of the subway under the unfavorable conditions which existed during the period of its operation in this fiscal year, must be gratifying to all interested, all of which to a great extent, is due to the hearty co-operation of Mr. Hamilton, president of the New York State Railways, and the efficient operating department under him.

**TROLLEYS
NEARLY NET
6 PER CENT.**

Continued from Page 17

The new impact will cause a shift of attention to energy and other fields between the country and the world in a positive direction.

It was proposed that an outline for the F.R. of Commerce, the details of the tentative union of Parkway and the member of the New York state Railways should formulate a plan of determining F.R. against the railway and shipping other costs between a road and general system. This has been done and the plan approved by the House the Mayor, the president of the New York state Railways, and the Commissioner of

timely and accurate in operating expenses for the shipping have been and are not being made in accordance with the approved form made in foreign affairs. The results of operation of the shipping in general is being broken down in order to show the general condition in not passenger and freight business. It is believed that the rating public are generally satisfied with the service that the shipping are also generally being well served, and that the financial results of operation of the shipping are satisfactory.

and the other two, the authorizing and the funding, which existed during the period of its operation in this fiscal year, were as gratifying to all interested as it is difficult to a great extent, due to the hearty cooperation of the members of the board of the New York State University, and the other interested departments, during the year.

headway fifteen minutes. On Apr. 1645, 1928, the Rochester and Syracuse Interurban cars were diverted from the surface lines into the subway. These cars were operated between the connection at Winton Road and Oak Street loop. The local

TROLLEYS
NEARLY NET
6 PER CENT

Tables contained in the appendix to this report show statistical information in reference to passengers carried in the subway by lines and by months. With the exception of seasonal fluctuation, generally on a line, there has been a continuous increase in passengers carried in the Subway during the eight months of operation. During this period, there were carried 886,845 revenue passengers, 219,163 transfer and other passengers, a total of 1,106,008. To accommodate this travel there were 244,502 car miles operated. The following table shows the Subway

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CASH FARES ON TROLLEYS RAISED CENT

Increase from Nine to Ten
Cents Effective January
1, Says Hamilton

WANING REVENUE CAUSE
Cost of Tickets To Remain
as at Present, Twelve
for One Dollar

The cash fare on Rochester street cars and buses will be raised to ten cents on Jan. 1, according to announcement made yesterday by James F. Hamilton, president of the New York State Railways.

The ticket fare will remain the same, twelve tickets for a dollar, or six for fifty cents, and the raise will affect only the casual car rider, says Mr. Hamilton, or the person who uses the trolley cars when automobiles are not available. The half-fare for children will remain as at present, five cents.

The regular riders purchase tickets, Mr. Hamilton points out, and the increase does not affect them. The present cash fare is nine cents. Every city in the state, with the exception of New York, has a ten-cent fare, Mr. Hamilton said, and the large shrinkage of passenger revenue from competition with automobiles makes the fare increase necessary, he points out. The paving tax burden is said to be another contributing factor to the fare increase.

While there was only small deficit in the operating income last year, as provided by the terms of the service-at-cost contract, no dividends have been paid for years on the common and preferred stock, and what interest that has been earned on the investment was put back into the property, President Hamilton asserted.

Should the balancing fund, which controls the rate of fare under the contract, reach \$500,000 there would be an automatic return to the nine-cent fare, it is pointed out. The balancing fund has for some months entitled the railways to a ten-cent fare in Rochester, but the company has not elected to put it into effect until now.

Broad Street Extension Survey

At the hearing Monday evening on the resolution to appropriate \$15,000 for survey of the cost of extending Broad Street east from South Avenue to Alexander Street, representatives of business and real estate interests favored such action.

It was argued that even if the extension is not to be begun immediately, an appraisal of the property to be acquired, if and when such extension is undertaken, would prove of great value to the city.

In this connection it was also urged that the appraisal include certain "key" plots, in the general district, but not required for the right of way. Under this plan the city would be able to check demands for high prices for needed property by comparison with any change in the value of the key or control plots. The method is said to have proved useful in Springfield, Massachusetts, and other cities.

This argument appears to have merit. Unless the city administration has in view prompt work on a general city plan which will include a survey for Broad Street extension, the appraisal resolution should be adopted.

For Broad Street Survey

The unprecedented size of the audience which attended the hearing before the finance committee of the City Council in support of the proposal for a survey of the cost of extending Broad Street gave striking evidence of the interest which this subject has aroused in the public mind.

It was clearly explained that the survey would not commit the city to the adoption of any plan, but would stabilize values and furnish data so that this improvement may be considered with reference to a general city plan. The importance of the extension of Broad Street was emphasized by the various speakers, who included prominent business men, real estate men and engineers.

Andrew L. Gilman, attorney for a group of property investors, pointed out that Broad Street has been completed only in part, although the extension from South Avenue to the east has been approved officially since 1924. It has been approved by the present City Planning Board, as well as by its predecessor. The old Common Council legally authorized the construction, after a public hearing at which the improvement was unanimously approved.

Weighty arguments were presented by other speakers why the city should now go ahead with a survey. Joseph P. Engel, president of the Real Estate Board, declared that the board was convinced that the extension of Broad Street is the most vital need of Rochester, the most important single public improvement awaiting action, and will mean a large increase in the city's assessed valuation.

The remarks of B. Forman reflected the sentiments of business men. He said that unless something is done for the benefit of the downtown section real estate in that section will suffer a depreciation. He invited attention to the decentralization of the retail business, how it was spreading to the outskirts, where property valuations were not high, and said that the city has a direct interest in doing something to protect the downtown real estate from which it derives heavy revenues.

The city has been slow in recognizing and meeting the problems growing out of increased population and increased congestion. The need of a main thoroughfare parallel to Main Street becomes acute with the passage of time. Broad Street now comes to an end at South Avenue. Its extension eastward would afford a natural outlet to traffic that is now deflected in other directions.

This newspaper has repeatedly advocated the adoption of a general city plan as the first essential of a well rounded and symmetrical program of needed city improvements. But it is apparent that the Broad Street extension will have to be taken into account in any scheme of city planning.

The survey and appraisal urged upon the City Council will not retard the adoption of a city plan. It will, on the other hand, facilitate action, either in connection with a city plan, or as a single major improvement in the absence of a city plan. It will safeguard the interests of the taxpayers. It is a sensible, businesslike step from any point of view.

Trolley Puzzle Up Again Increased Traffic in Streets May Give It, Increasing Fare Will NOT.

Increase of trolley fare in Rochester, to 10 cents, is an unsatisfactory prospect as a means of permanently increasing revenues, from the passengers' viewpoint, or as a stimulus to improve service.

Everyone knows the cause of decreased street railway income. Who has a remedy for it?

Constantly growing use of automobiles was responsible for a shrinkage of 6,637,398 in fares last year. It has been the cause of decreasing business by the street railway year after year.

Ordinarily, such a situation would bring heavy financial losses to the company. It has done so in many other cities.

But Rochester wanted to be certain of street car service. And made a service-at-cost contract permitting an increase of 1 cent in fare when the deficit amounts to more than \$200,000.

It now totals \$341,905.77. So the only question was when the fare was to be raised. That was set for January 1.

Where is there any hope of reversing such a situation? Friends of the street railways believe the pendulum will start to swing in the other direction as automobiles make downtown streets more congested, as parking becomes more restricted.

Some small cities have discarded their street car systems. But that is not likely to happen in the large cities. In them the street car companies are likely to take a new lease on life, with prosperity restored to them.

Raising the fare decreases the number of passengers. It helps delay the street railway in staging a "come-back."

It may become necessary in this instance. But it should be the LAST ALTERNATIVE. It is a remedy that will not cure.

Selecting a Park Director

The serious duty of appointing a director of the Rochester park system is now before the city authorities. The post is one of such direct importance to all the people of the city, it is so closely related to the historic backgrounds, the sentimental interest, the distinctive character of the city, that the selection should receive the most serious consideration from every angle of vision.

The Rochester park system is more than a business organization; it has grown by a slow process into the lives of all the people of the city. Executive ability, general experience, business judgment are not the only qualities that are needed for the administration of Rochester's park system according to the traditions of Rochester. Experience in the system itself, a close touch, an intimate grasp, even a sincere affection for the parks and the memories that have grown into them, would mean more to the development of the parks along the lines they have already followed than executive capacity alone.

A list of capable candidates is up for consideration; qualifications in several cases are almost equal. The administration must decide where the balance of qualifications, likely to prove of most service to the expansion of the city, is to be found.

Cash Fare Raised

Under the terms of the service-at-cost contract, James F. Hamilton, president of the New York State Railways, is within his legal rights in announcing an advance in the cash fare to 10 cents, to take effect the first of the year. Tickets are to be sold at the present rate, which figures out at eight and one-third cents apiece.

The contract provides that when the balance in the general fund falls below \$200,000 the fare is to be automatically increased. That balance, which was originally \$300,000, was long ago changed into a deficit, which has continued despite the increases from the initial contract rate of seven cents. The last increase was made a year ago.

In his report for the fiscal year ending July 31, 1928, Commissioner of Railways Charles R. Barnes foreshadowed an increase in the cash fare, stating that in many cities the differential between the cash rate and the ticket rate was wider than that in Rochester.

Since the condition of the general fund authorizes an increase, it is well to try placing the added charge on casual users of the street cars, instead of regular patrons, who presumably will now purchase tickets.

GARDEN CLUBS FAVOR SLAVIN FOR PARK JOB

Four Groups Ask Nier to
Appoint Rochesterian
Department Head

The candidacy of Patrick Slavín for director of parks was endorsed at a meeting of the Rochester Garden Club Monday at the home of Mrs. Warren Cutler, 94 Merriman Street. Mrs. Clarence S. Lunt is president of the club. There were present at the meeting, as guests of the club, presidents of the newly formed garden clubs in Rochester, Mrs. Isaac Stern, of Flower City Garden Club; Mrs. Leon Lempert of Home Acres Garden Club and Mrs. John W. Force of Allen Creek Garden Club. These officers, speaking for their clubs, concurred in the action of the Rochester Garden Club in endorsing Mr. Slavín, according to a statement given out by Virginia J. Smith, secretary of the club.

Mr. Slavín has been with the Rochester park system for nearly forty years and heads the list of candidates living in this city for some years, who are being considered for the appointment as director of parks. As the result of the vote of the Rochester Garden Club, Virginia J. Smith, secretary, sent the following letter to George J. Nier, commissioner of public safety, urging Mr. Slavín's appointment:

"The Rochester Garden Club at a meeting this tenth of December concurred in a motion commending the fine record of the long and faithful service in the department of parks of Patrick Slavín, and expressing a hope that he may be appointed Commissioner of Parks for the city of Rochester."

"It seems fitting to the members of the club that the park department should be headed by a well qualified man who is so thoroughly acquainted, not only with the subject of public parks and their maintenance, but with local conditions—a knowledge which would insure continuance of the work of the remarkably able administration of Calvin C. Laney."

"We take this opportunity therefore of expressing to you our appreciation of the fitness of Mr. Slavín for the position and our hope that his appointment may be possible."

Editor, Rochester Journal:

When City Manager Story denied Adolph Spiehler a reappointment to the Civil Service Commission, he said he desired at least one member of the commission who could be considered a friend at court.

The friendly court is truly functioning, else why was Miss Gertrude Hartnett placed fifth on the eligible list for park director? Miss Hartnett has been the chief administrator of parks and playgrounds through most of their development. She has provided all the budgets of recent years—for A. H. Lamberton, William S. Riley, William E. Blackwood and Calvin C. Laney as commissioners. And preparing budgets is the big task of the two departments.

Anybody can doctor them up to fit the salary demands of favorites.

Anybody can play the "stuffed shirt" before noonday lunch clubs talking about the parks rather than running them. But the commission could not see Miss Hartnett for the job. This commission has become an obliging body. It qualified Allen for real estate broker, West for food inspector and Ellendt for building superintendent on experience they got while on the city payroll waiting for examinations.

And this was to be non-political government! Blah.

W. J.

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W. J.

CITY WORKS ON RENEWAL OF CAR PLAN

Research Bureau, Officials
Busy Reviewing Data on
Railways Contract

SUBWAY CLAUSES LOOM

Amendments May Be Put into
Agreement; Aug. 1, 1929,
Final Filing Limit

By HIRAM MARKS

Renewal of the service at cost contract, under which the Rochester lines of the New York State Railways are operated, is under consideration by Mayor Joseph R. Wilson and City Manager Stephen B. Story. The contract provides for the renewal by the city for a period of ten years by the filing of written notice by the mayor with the company before Aug. 1, 1929. With this date only little more than seven months away, city officials already are giving considerable to the extension of the contract which when drafted attracted wide attention and was used as a model by other municipalities in their relations with the traction lines.

Certain data regarding the trolley situation generally are being looked up for the city administration by the Bureau of Municipal Research, and operation of the subway, which is accomplished through an extension of the contract, is being followed with close interest by City Manager Story in conjunction with Charles R. Barnes, commissioner of railways. The experience gained in the present operation will serve as a basis of discussion with James F. Hamilton, president of the company, and Harris, Beach & Matson, attorneys for the company, when the contract renewal reaches the negotiation stage.

City Expected to Use Right

It is anticipated that the city will avail itself of the privilege of renewal, but certain amendments worked out to the satisfaction of the contractual parties may be incorporated in the agreement. The contract provides for the renewal on the same terms as written, but since the original execution following its drafting by former Corporation Counsel Charles L. Pierce there has been the extension covering the operation of the subway. Certain amendments, covering the subway operation which is regarded now as in an experimental period, may be considered advisable. Nothing has developed up to the present time in the operating experience to warrant any change it is declared.

The contract expires on Aug. 1, 1930, leaving a year after notice by

Continued on Page 42

Cities Litigation Delay Causes

City Manager Story, in response to a taxpayers inquiry, gave three reasons why there was delay in the litigation and said in conclusion: "It should be stated that the service at cost contract in Rochester gives a much more moderate return to the railway company than that which exists under similar contracts in a number of other cities."

Mr. Story listed the three reasons as follows:

"Negotiations are still under way in reference to some factors of the operation of the subway by the New York State Railways. It seems best to settle one thing at a time."

"A valuation case is being carried to the United States Supreme Court. The decision on this case will probably settle certain questions as to the proper method of determining valuations. The outcome of this suit is being awaited."

"It is always possible that a revaluation may result in setting a higher valuation than now exists. The city wishes to be sure of its ground before proceeding further."

Suspended Sentence Urged For Dietrich; Court Delays Again

Man Who Pleaded Guilty to Forgery in Connection With City Hall Shortages Called 'Victim of System' by His New Attorney, Van Schaick.

Alexander Dietrich, who pleaded guilty on Oct. 29 to a charge of forgery, third degree, in connection with the theft of city funds, today secured a seventh postponement of sentence in County Court.

Judge Nelson E. Spencer postponed the sentence to Dec. 21 following an hour's discussion between the bench, the district attorney's office and Attorney George S. Van Schaick, representing Dietrich. In the course of the discussion Mr. Van Schaick painted his client as a "public servant" and a victim of the "slovenly and slipshod methods which prevailed in City Hall where he was employed."

Mr. Van Schaick has just entered the case. Charles E. Bostwick was Dietrich's attorney up to today, but was taken ill.

Mr. Van Schaick made a half-hour plea for a suspended sentence for Dietrich which was marked by criticism of press accounts of the case, a verbal attack on Assistant District Attorney Jacob Ark, quotations from the Bible and law books, and exceptions to remarks of the Court.

"This is the first time in my long experience in the practice of law that I ever heard of a man being informed against himself," Mr. Van Schaick said. "Citizens of Rochester were blissfully ignorant of what was going on over there (City Hall) until Dietrich broke the silence and told of a crime which was otherwise unknown."

"It was his confession which disclosed the slovenly and slipshod system of handling miscellaneous funds which had prevailed for years in the department. He was a victim of the system and when in Rome he did as the Romans did."

Mr. Van Schaick then denied current reports that Dietrich went to his prison and at confession told

Calls Indictment Mistake

"Indictment of Dietrich was a mistake," Mr. Van Schaick said, when he destroyed a record in the office he was merely carrying out the advice of an ill-advised friend who told him that it would be the only decent thing to do for his employer. Dietrich was guilty of nothing more than malicious mischief in regard to this and I do not see how even that charge could be substantiated.

"Dietrich has rendered a public service in bringing to light the system under which he worked and has furnished a lead in a sweeping investigation which I hope and trust the district attorney's office will carry out."

Judge Spencer labeled Mr. Van Schaick's talk a "remarkable, unusual, and moving plea" and said it was vindicated by records which had been placed in his hands by investigators. He added, however:

News Stand Hearing Monday Why Not Handle Problem, if Any, Through Police Department?

Notice has been given of a hearing of the Law Committee of the City Council next Monday night relative to the proposed ordinance regulating the city's news stands.

The new ordinance now before the City Council proposes a number of sweeping changes from the type of stand now in existence and further proposes to impose such restrictions on stand owners as to make it questionable whether they could remain in business if the proposals were carried through in their present form.

While from a purely legal standpoint the news stand operators may have violated some of the provisions of the ordinance now in existence, this would seem to be more a matter for police regulation than one requiring the drawing up of an ordinance as drastic as the one proposed, containing as it does such manifold restrictions and prohibitions as would do justice to weightier issues than the mere matter of policing a few downtown street corners.

Then again, there are other points involved. Legally, or otherwise, the newsboys have been permitted to serve the public, as is the case in other cities, in the sale of newspapers and other publications without any particular let or hindrance. In this way they have built up through the years a daily patronage of satisfied customers running into thousands.

Such being the case it does not seem fair that their source of livelihood, acquiesced in, if not recognized by the city authorities over all these years, should be seriously jeopardized by such an ordinance as the one proposed.

If, as has been contended, the newsboys have overreached themselves in the amount of sidewalk space they are occupying, surely such a condition can be remedied through ample police regulations already provided and a practical solution arrived at.

toward the solution of really outstanding civic problems than the present meticulous attempt to define the limitations under which the newsboys may ply their trade to the great convenience of the public at large.

"The delinquency or probation lies in this fact. He knew that short-ages in excess of what he was taking were in existence. It was his duty to keep a financial record of the department. He was chargeable with any money that he or anyone else took."

"Besides what he took there is about \$7,000 unaccounted for. It was his duty to know where that money was going and to stop it. During the investigation he said he was not in a position to tell on others in view of what he himself was doing. From the judge's talk it might have been reasonably supposed that a prison term was in store for Dietrich."

At this point Mr. Van Schaick interrupted the Court with the remark that it was astounding for the Court to suggest that Dietrich should restore eight or nine thousand dollars. He said that Dietrich had restored all the funds he took and was willing to tell all he knew.

Implicated Only Dead Men

Jacob Ark, Assistant District Attorney, then addressed the Court.

"This case is supposed to be closed," he said. "The defendant has entered his plea and is here for sentencing. In view of what Mr. Van Schaick has said, I remind him that the people have several indictments against Dietrich and that he was permitted to plead guilty to forgery simply because it gives to the Court leeway to impose the sentence he believes just."

"Dietrich has already confessed to the theft of \$4,500 or \$5,000. The only man he implicated besides himself is a dead man. He was in a public office and it became his duty to stop these thefts. A public office is a public trust. He rendered no public service in this affair."

"If he is not guilty let him withdraw his plea and stand trial. The district attorney's office does not wish to have an innocent man convicted."

"The dead man is not the only man Dietrich can tell about," Mr. Van Schaick said. He maintained that the place for Dietrich was on probation and working with the district attorney's office in cleaning up the affair.

Mr. Ark said he had no feeling in the matter, that he merely wished to state the position of the people, and that any sentence imposed upon the defendant would not meet objections in the prosecutor's office.

"To deal more thoroughly with the situation I will postpone sentence until Dec. 21," Judge Spencer ruled. He instructed Mr. Van Schaick to consider the advisability of having Dietrich withdraw his plea and stand trial.

Cost of Tickets To Remain
as at Present, Twelve
for One Dollar

Should the balancing fund, which controls the rate of fare under the contract, reach \$500,000 there would be an automatic return to the nine-cent fare, it is pointed out. The balancing fund has for some months entitled the railways to a ten-cent fare in Rochester, but the company has not elected to put it into effect until now.

This argument appears to have merit. Unless the city administration has in view prompt work on a general city plan which will include a survey for Broad Street extension, the appraisal resolution should be adopted.

The survey and appraisal urged upon the City Council will not retard the adoption of a city plan. It will, on the other hand, facilitate action, either in connection with a city plan, or as a single major improvement in the absence of a city plan. It will safeguard the interests of the taxpayers. It is a sensible, businesslike step from any point of view.

be the LAST ALTERNATIVE. It is a remedy that will not cure.

Since the condition of the general fund authorizes an increase, it is well to try placing the added charge on casual users of the street cars, instead of regular patrons, who presumably will now purchase tickets.

Mr. Slavin has been with the Rochester park system for nearly forty years and heads the list of candidates living in this city for some years, who are being considered for the appointment as director of parks. As the result of the vote of the Rochester Garden Club, Virginia J. Smith, secretary, sent the following letter to George J. Nier, commissioner of public safety, urging Mr. Slavin's appointment:

Amendments May Be Put into Agreement; Aug. 1, 1929, Final Filing Limit

But the commission could not see Miss Hartnett for the job. This commission has become an obliging body. It qualified a Jew for purchasing agent; a Jew for real estate broker; a Jew for food inspector and Ellen for building superintendent. It gave experience they got while on the city payroll waiting for examinations.


And this was to be non-political government! Blah.

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And this was to be non-political government? Blah.

Mr. Van Schnack then denied current reports that Dietrich went to his priest and at confession told

opening and closing the windows
and doors of your heating plant.
And it really costs nothing for the
saying on coal will practically pay
itself.


 Avoids home overheating—the
 chief source of common colds.
 Keeps your home at any temper-
 ature desired by automatically-
 turning on the heat.
 While Doing Your
 Winter
 Shopping
 Buy
 A
 White
 Star
 Battery—Direct
 (The Best Fruit and Cook-
 ing Appliances)
 43 Richmond, Main St.,
 Portland, Me.

SIMPLEX HEAT REGULATOR

Completely installed
Fully guaranteed
water furnace,
oil, steam or hot
air furnaces.

(Each cost, \$10.00)

\$39

The Associated Press is acquiring
rights to use for publication of
news dispatches granted to it or
otherwise received in the past and
all rights of publication of ap-
propriate news are also reserved.

Dinner and Decorations

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Journal.

"This great news service cost
to the news columns of the Journal
and special service."
of the National Service with
during the past year.
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during the past year.

There are many important issues before the city government crying for its best administrative and legal talent. The same enterprise exhibited by the city manager in the matter of the city's news stands could be more appropriately directed toward the solution of really outstanding civic problems than the present meticulous attempt to define the limitations under which the newsboys may ply their trade to the great convenience of the public at large.

'SCAPEGOAT,' LAWYER SAYS OF DIETRICH

Demanding a sweeping grand jury investigation of City Hall, from cellar to attic, George S. Van Schaick, appearing before County Judge Spencer today with a plea for leniency for Alexander Dietrich, former employee in the Bureau of Building, who confessed embezzlement of almost half of a \$9,000 shortage in city funds, declared "he was only a scapegoat for others."

Van Schaick asked a suspended sentence and probation for his client, who pleaded guilty of third degree forgery, October 29. Sentence had been postponed six times, for various reasons, prior to today; and Judge Spencer added a seventh postponement when he set December 21 as the date for passing sentence. He said he did this "that more even justice might be given."

At the conclusion of Mr. Van Schaick's plea, Assistant District Attorney Ark declared he was ready and willing to have Dietrich withdraw his plea of guilty, and stand trial.

Mr. Van Schaick's appearance in the case was as much of a surprise as were his remarks to the court. Dietrich has been represented on his previous appearances in court by Charles E. Bostwick, whose illness had accounted for a good share of the earlier postponements of sentence.

Mr. Van Schaick said he had been called on only yesterday to act as counsel for Dietrich.

Mr. Van Schaick interrupted Judge Spencer at one time in his remarks to charge that Dietrich was the "scapegoat" for others.

He said: "Dietrich never formally confessed to a bribe that he stole \$14,925. He went to Father Gefell, told him he had taken that amount and asked him what to do."

"Dietrich was ready to go to the district attorney's office and tell what he knew of the embezzlement of funds in the bureau."

"SLOPPY METHODS"
Mr. Van Schaick criticized the "sloppy and slovenly methods" of auditing accounts in City Hall prior to this year.

He made much of the point that Dietrich informed against himself, without which the investigation, which disclosed theft of \$8,725 in the bureau, would not have been discovered.

He continued: "There was never, to my knowledge, such a case where a man informed against himself to make possible his indictment. We, the people of the city, were blissfully ignorant of what was going on in the bureau until he made it known."

"The slovenly, slipshod methods of the city audit were never better disclosed than in this case."

"He saw borrowing was going on and he also took money, which I do not condone. He knew what he was doing and then he went to Father Gefell, who told him to pay the money back."

"He did make complete restitution, with the assistance of his family."

"The slovenly, slipshod methods of the city audit were never better disclosed than in this case."

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Interest in Broad St. Extension

That extension of Broad Street eastward at least as far as Alexander Street is a matter of wide public interest is asserted in a letter published in yesterday's issue of this paper.

The writer, who signs himself "Rochester Realtor," takes exception to the view, apparently held in some quarters and mentioned in one paragraph of The Times-Union's report on Monday evening's hearing before the City Council, that the plan is backed primarily by real estate dealers, who have their own ends to serve. He cites as proof the large attendance, which exceeded the capacity of the council chamber.

The Times-Union also believes that extension of Broad Street is a matter of wide public interest. It has received the endorsement of those who have given most careful study to plans for meeting the traffic and other requirements of the downtown business district. Means of access to that district must be improved if it is to hold its own as the city's retail center.

Broad Street extension differs from some other major improvements proposed in the probability of an early return to the city of its outlay through increased taxable values. This can both meet interest requirements on bonds and by raising assessed values in the district served give the bonding margin required for other improvements.

On the other hand, if the extension is too long delayed, actual depreciation of property may result.

The Times-Union has already expressed approval of the proposal to make an immediate survey and appraisal, including certain "key" plots outside the right of way required. It is the best method of forestalling attempts to force the city to pay inflated prices for the land needed when the project is actually undertaken.

STEAMSHIP HEAD HITS GOODWIN

Philip Manson, New York City, now president of the Pacific and Eastern Steamship Company, Inc., but who established the first news stand in Rochester as a newsboy thirty-five years ago, today came to the defense of the newsboys whose business is threatened by an ordinance now pending in the City Council.

In a striking letter to the Rochester Journal, Mr. Manson answers statements by Councilman Goodwin and says the newsstands are a "great and necessary public convenience," and declares in no city in the world is there such a law as is proposed here. The letter follows:

"I have read with some amazement the statement of Councilman Goodwin of your city regarding newsstands in Rochester."

"About thirty-five years ago I established the first street newsstand in Rochester, therefore I may be qualified to say a few words on the subject, although my brother, Morris Manson, has so ridden Councilman Goodwin's statements that no more need be said to show up the absurdity of the proposed ordinance; for instance, Mr. Goodwin's statement that Mr. Manson did not take upon himself the cause of the street dealers when they were barred from the sidewalks."

"The greatest and most crowded city in the world is New York. There are places there where the sidewalks are so congested with traffic as to make

SATURDAY, DECEMBER 15, 1928

City Plan Needed

It is now generally acknowledged that when major improvements follow a definite plan a city obtains much better results.

Rochester is growing. Its traffic and other problems require careful study, not as detached and separate questions, but in relation to each other and the needs of the city as a whole.

This calls for a City Plan. We have no such plan as yet, although it has been much discussed and the administration has made some tentative moves looking in that direction.

It is said by those who know that every departure from the Chicago Plan has proved a mistake. What mistakes is Rochester likely to make if it has no plan at all!

Let us have action along this line as soon as possible.



STEPHEN B. STORY,
City Manager.

It contains other impossible conditions. With a ridiculous penalty of \$150 fine, or 150 days in prison, for breaking the rules.

With scores of real municipal problems pressing for solution, the city government devotes its time and its energies to oppressing newsboys.

And formulates a high sounding ordinance, with numerous conferences and hearings and its legal staff discussing the subject.

Newsboys are not claiming legal rights for their stands. But they have rights established by general practice for years. Not only in Rochester, but in EVERY other city.

Perhaps there should be some regulation, with the space they are to occupy defined. But that is merely a police measure, not one for an impossible new law.

News stands are in convenient locations for the convenience of the people who buy newspapers and magazines.

To have them is to handle the question intelligently for the best interest of the boys and for that of the public.

Make it impossible for them to exist and you will multiply the number of newsboys who MUST cry out their wares to attract attention to them.

Newsboys serve you in the cold of Winter and the heat of Summer. When you want a paper or magazine you always know where to find those who have stands.

Now is the time for you to show YOUR friendship.

Prove to City Manager Story and to Councilman Goodwin, who introduced this silly ordinance, that YOU are against it.

Show them that the newsboys have friends.

That you disapprove this attack on the legitimate business of those that some of the present city officials consider "the least of these."

ATTEND the hearing on this ordinance and FIGHT AGAINST IT!

them almost impassable. Yet no sane public official would think of seeking to remove those newsstands, their function as a great and necessary public convenience being so well established.

"I daresay that there is not a city anywhere in the world where newsstands are forbidden or confined solely to the sale of newspapers as Councilman Goodwin proposes."

"Mr. Goodwin admits that he is not familiar with the situation in New York and Buffalo, which cities were particularly cited by Mr. Manson."

"The Volstead Prohibition Act has made law scoffing the indoor sport of the United States. The Goodwin act prohibiting the sale of magazines or periodicals in Rochester, except in stores, will, as Mr. Manson has shown, make law scoffers of those who will seek to accommodate their newsstand patrons by supplying them with a magazine or periodical."

NEW YORK STANDS

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"Mr. Goodwin admits that he is not familiar with the situation in New York

'SCAPEGOAT,' LAWYER SAYS OF DIETRICH

Demanding a sweeping grand jury investigation of City Hall, from cellar to attic, George S. Van Schaick, appearing before County Judge Spencer today with a plea for leniency for Alexander Dietrich, former employee in the Bureau of Building, who confessed embezzlement of almost half of a \$9,000 shortage in city funds, declared "he was only a scapegoat for others."

Van Schaick asked a suspended sentence and probation for his client, who pleaded guilty of third degree forgery, October 29. Sentence had been postponed six times, for various reasons, prior to today, and Judge Spencer added a seventh postponement when he set December 21 as the date for passing sentence. He said he did this "that more even justice might be given."

The conclusion of Mr. Van Schaick's plea, Assistant District Attorney Ark declared he was ready and willing to have Dietrich withdraw his plea of guilty, and stand trial.

Mr. Van Schaick said he had been called on only yesterday in act as counsel for Dietrich.

Mr. Van Schaick interrupted Judge Spencer at one time in his remarks to charge that Dietrich was the "scapegoat" for others.

"Dietrich never formally confessed to a priest that he stole \$14,925. He went to Father Gefell, told him he had taken that amount and asked him what to do."

"Dietrich was ready to go to the district attorney's office and tell what he knew of the embezzlement of funds in the bureau."

'SLOPPY METHODS'
Mr. Van Schaick criticized the "sloppy and slovenly methods" of auditing accounts in City Hall prior to this year.

He made much of the point that Dietrich informed against himself without which the investigation which disclosed theft of \$5,725 in the bureau, would not have been discovered.

He continued:
"There was never, to my knowledge, such a case where a man informed against himself to make possible his indictment. We, the people of the city, were blissfully ignorant of what was going on in the bureau until he made it known."

"The slovenly, slipshod methods of the city audit were never better disclosed than in this case. He saw how things were going on and he also took money, which I do not condone. He knew what he was doing and then he went to Father Gefell, who told him to pay the money back."

"He did make complete restitution, with the assistance of his family."

ONLY ONE CONCLUSION
"There is only one conclusion from the findings of the examiners; the rest of the missing money was not taken by him."

"He was not indicted for theft, but for forgery, and destruction of records, a technical felony. He never should have pleaded guilty, as forgery must show intent to defraud."

"If I had been in this case before I would have questioned the indictment."

"Dietrich should be thanked for bringing before the public the methods used in handling funds in City Hall."

Turning to Mr. Ark Mr. Van Schaick said:
"The district attorney should make a sweeping investigation and houseclean City Hall so as to make impossible such thefts in the future."

Such an investigation, if made, would entail presentation of the case to the grand jury.

LIKELY DISPOSITION
Continuing, Mr. Van Schaick said:

Interest in Broad St. Extension

That extension of Broad Street eastward at least as far as Alexander Street is a matter of wide public interest is asserted in a letter published in yesterday's issue of this paper.

The writer, who signs himself "Rochester Realtor," takes exception to the view, apparently held in some quarters and mentioned in one paragraph of The Times-Union's report on Monday evening's hearing before the City Council, that the plan is backed primarily by real estate dealers, who have their own end to serve. He cites as proof the large attendance, which exceeded the capacity of the council chamber.

The Times-Union also believes that extension of Broad Street is a matter of wide public interest. It has received the endorsement of those who have given most careful study to plans for meeting the traffic and other requirements of the downtown business district. Means of access to that district must be improved if it is to hold its own as the city's retail center.

Broad Street extension differs from some other major improvements proposed in the probability of an early return to the city of its outlay through increased taxable values. This can both meet interest requirements on bonds and by raising assessed values in the district served give the bonding margin required for other improvements.

On the other hand, if the extension is too long delayed, actual depreciation of property may result.

The Times-Union has already expressed approval of the proposal to make an immediate survey and appraisal, including certain "key" plots outside the right of way required. It is the best method of forestalling attempts to force the city to pay inflated prices for the land needed when the project is actually undertaken.

SATURDAY, DECEMBER 15, 1928

City Plan Needed

It is now generally acknowledged that when major improvements follow a definite plan a city obtains much better results.

Rochester is growing. Its traffic and other problems require careful study, not as detached and separate questions, but in relation to each other and the needs of the city as a whole.

This calls for a City Plan. We have no such plan as yet, although it has been much discussed and the administration has made some tentative moves looking in that direction.

It is said by those who know that every departure from the Chicago Plan has proved a mistake. What mistakes is Rochester likely to make if it has no plan at all?

Let us have action along this line as soon as possible.



STEPHEN B. STORY,
City Manager.

It contains other impossible conditions. With a ridiculous penalty of \$150 fine, or 150 days in prison, for breaking the rules.

With scores of real municipal problems pressing for solution, the city government devotes its time and its energies to oppressing newsboys.

And formulates a high sounding ordinance, with numerous conferences and hearings and its legal staff discussing the subject.

Newsboys are not claiming legal rights for their stands. But they have rights established by general practise for years. Not only in Rochester, but in EVERY other city.

Perhaps there should be some regulation, with the space they are to occupy defined. But that is merely a police measure, not one for an impossible new law.

News stands are in convenient locations for the convenience of the people who buy newspapers and magazines.

To have them is to handle the question intelligently for the best interest of the boys and for that of the public.

Make it impossible for them to exist and you will multiply the number of newsboys who MUST cry out their wares to attract attention to them.

Newsboys serve you in the cold of Winter and the heat of Summer. When you want a paper or magazine you always know where to find those who have stands.

Now is the time for you to show YOUR friendship.

Prove to City Manager Story and to Councilman Goodwin, who introduced this silly ordinance, that YOU are against it.

Show them that the newsboys have friends.

That you disapprove this attack on the legitimate business of those that some of the present city officials consider "the least of these."

ATTEND the hearing on this ordinance and FIGHT AGAINST IT!

them almost impassable. Yet no sane public official would think of seeking to remove those newsstands, their function as a great and necessary public convenience being so well established.

"I daresay that there is not a city anywhere in the world where newsstands are forbidden or confined solely to the sale of newspapers as Councilman Goodwin proposes."

"Mr. Goodwin admits that he is not familiar with the situation in New York and Buffalo, which cities were particularly cited by Mr. Manson."

"A competent public official, especially a city manager, would have familiarized himself with the situation before fathering an ordinance to wipe out an established institution which has been serving so large a proportion of the public. In his apology,

NEW YORK STANDS
"The greatest and most crowded city in the world is New York. There are places there where the sidewalks are so congested with traffic as to make

Friends of Newsboys Given

Chance To Aid Them

(This space is devoted to The Open Forum daily. Brief letters are invited. Opinions expressed in them are those of their writers and address of writer must accompany all letters, but will be withheld from Rochester Journal.)

Editor, Rochester Journal:
I have been reading with interest the controversy between Mr. Goodwin and Mr. Manson, on an ordinance, which to the layman, is Mr. Goodwin's.

In the reply Mr. Goodwin says he may not vote in favor of that which he has just proposed. Ye gods! Have we come back to the never to be forgotten camouflage time when a man and a ship could not declare what they are? This question has interested me to the extent that I crave your indulgence for space in your columns.

Now, Mr. Editor, I am an uninterested taxpayer in the above controversy, but am interested in ordinances, etc., which are brought forward for the benefit of good city government, which we have been promised under city management.

I have 100 per cent respect for Mr. Goodwin and his work in our City Council but his arguments in the above controversy lead me to think he is being handled by a few disgruntled taxpayers, possessors of stores, whose aristocratic fronts are decorated by a phalanx yelling, "Extra."

Therefore, Mr. Goodwin has sunk in the estimation of one taxpayer whose observations in cities in different parts of the world, and in many more beautiful than Rochester, cannot remember one in which the sidewalk newsstand was not an institution, catering to the residents, visiting business men and the working man, who buys his paper at the most convenient stand, while changing cars.

The news stands, when conducted right, should stand as a symbol of advancement, for without capital a young man, with no backing but hard worked for dollar or two, may start a business for himself.

I bought a paper tonight at the corner on Main Street, and I felt quite flattered by the courteous manner the young lad folded the paper and thanked me, for the price of 3 cents.

Go into some of the stores owned by the individuals whom I imagine are the kickers and prompted Mr. Goodwin to bring forward this non-progressive measure, and I am positive one will not get service (unless he be an Adonis) that the newsboys will give.

Apart from all that argument, Mr. Editor, why should our highly paid councilmen waste time and thought on a matter which to me seems superficial, when taxpayers' interests are neglected. Compare the above proposed ordinance with the matter of entrance to our beautiful parks. Take for instance the main entrance to Maplewood Park, from Lake Avenue (The East Hamford Landing Road) which is in such a deplorable condition that it is unsafe for pedestrian or vehicle, and has been for a number of years. I have written our city

manager some time ago, calling his attention to the same, but nothing has been done to carry out the city's vaunted slogan, "A clean and safe Rochester."

I suppose Mr. Goodwin should happen to read this, will make the same inference as he did to Mr. Manson on the newsstand question, that it is not the love for a beautiful entrance that prompted this kick, but that it touched my pocket, to which inference I will plead guilty to the extent of two threes, rendered useless by being compelled to use the said road to and from my house.

Hoping Mr. Goodwin will go ahead with the city matters which are of greater moment than that of interfering with a few aspiring youths who want to make an honest living.

W. L. MERSON,
No. 457 Maplewood Road.

Editor, Rochester Journal:
In a large measure Mr. Goodwin's articles in the press about the outdoor news stands seem to be the bunk. They have newsstands in every large city in the United States. And so why not here in Rochester? Of course, it's legal to license them as you would any other vendor.

Mr. Goodwin contends that newsboys are wealthy, and he tells about a newsboy who made a large sum of money in buying and selling real estate. Will Mr. Goodwin be so good as to name these newsboys?

Mr. Goodwin charges newsboys with owning cars. Really, that isn't so extraordinary. Why, today the most impoverished working man can have a car, for you can buy them with a down payment of as little as \$25.

Mr. Goodwin complains that the big newsboys bully the smaller ones. That isn't so. All of the boys have an agreement amongst themselves as to where their stand is to be. In a way it's just like a union. Surely Mr. Goodwin will concede that a gang of boys shouldn't be allowed on each corner, for that would degenerate into a nuisance.

The newsboy suffers real hardship in eking out a livelihood. They are out in all kinds of weather and at all hours of the day and night. Any fair minded person will concede that they are entitled to every penny they can earn. Here is hoping the newsboys get a fair chance to live.

M. H.

JOHN ELLENDT IS SLATED FOR BUILDINGS JOB

Commissioner Baker Announces Intention of Appointing Man Who Tops Civil Service List.

John G. Ellendt is to be named superintendent of the Bureau of Buildings according to Commissioner or Public Works Harold W. Baker who has the power of appointment.

Commissioner Baker made this statement shortly after he received the certified eligible list from the Municipal Civil Service Commission. Just when he would make the appointment Mr. Baker did not say.

Ellendt, who was appointed by the commissioner originally, headed the list with Walker Lee, former deputy superintendent, their ratings being 35 per cent each. Eldred H. Walker was third on the list with 85. The post pays a salary of \$4,200 a year.

"I have great respect for the ability of all three men," Mr. Baker said. "Mr. Ellendt has done splendid work in the office to which I intend to re-name him."

Commissioner of Public Safety George J. Nier received the certified list relative to the office of director of the Bureau of Parks. Charles B. Raitt, formerly of Los Angeles and now of 81 South Pittsburgh Street, headed this list of candidates with a rating of 81.67. Patrick J. Slavin of Genesee Valley Park is second with 80.25, just 2.42 behind Raitt. Henry T. Brown, 25 Albemarle Street, is third with 80.58.

Commissioner Nier made no statement as to his intentions relative to the appointment, but declared he would confer with City Manager Stephen B. Story, who has the power of approval of appointments of bureau heads.

Letters are continuing to pour into City Hall in connection with the naming of the director of parks. Slavin has received the support of the Garden Clubs of the city, and several other individual endorsements have been given in his behalf. The salary attached to the position is \$6,000 per year.



ARE INCONSISTENT

"Another example of the sort of arguments used by Councilman Goodwin is his statement, made with sinister implication, that Mr. Manson is solely actuated by how the proposed ordinance will 'touch his pocket-book'—the falsity of which Mr. Manson effectually exposed—and his subsequent statement that taking the newsstands off the streets and confining the sale of magazines to stores will work no hardships upon the public."

"The two statements are on their face inconsistent. As has been shown, it makes no difference to Mr. Manson who sells the magazines; he supplies them whether sold in stores or on street stands."

"About thirty-five years ago, I regularly sold newspapers after school hours at the Four Corners. A few years later I established on Church Street for The American News Company its Rochester branch. Some of my newsboy colleagues have become among the most eminent men in the City of Rochester and in other cities."

"One of them has risen to national fame and importance by reason of his brilliant services not only to Rochester but to the whole nation as the congressional representative for the Congressional District in which Rochester is located."

"The Volstead Prohibition Act has made law scoffing the indoor sport of the United States. The Goodwin act prohibiting the sale of magazines or periodicals in Rochester, except in stores, will, as Mr. Manson has shown, make law scoffers of those who will seek to accommodate their newsstand patrons by supplying them with a magazine or periodical."

NEW YORK STANDS
"The greatest and most crowded city in the world is New York. There are places there where the sidewalks are so congested with traffic as to make

known the suggestion by an unnamed city official that others in City Hall were watching the disposition of this case and that on reason why a prison sentence was desired, was to deter others from misconduct. Dietrich's attorney rose quickly to declare:

"Imagine the glee over there," he nodded toward City Hall, "that Dietrich is made the scapegoat for others."

"What the people of the city want is a searching investigation of affairs. Let Dietrich go to the district attorney's office and tell him what was taking place."

SENTENCE POSTPONED
Then Judge Spencer said:
"I will postpone sentence to December 21 to enable me to give further consideration to the case and administer more even justice."

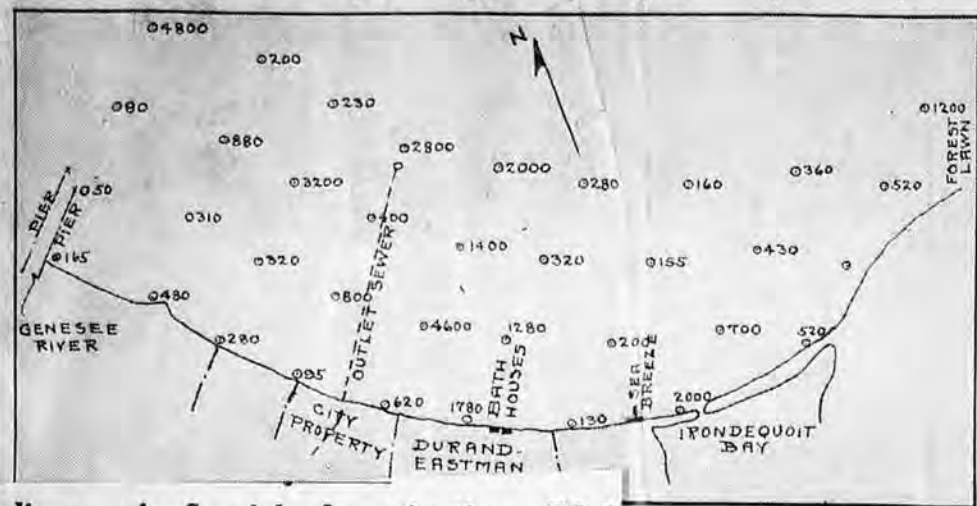
Mr. Van Schaick throughout his argument appeared under the impression that Dietrich was to be sentenced to a term in prison or the penitentiary, although Judge Spencer never has publicly let it be known what his sentence would be. As the court announced the deferring of sentence, Mr. Ark renewed his suggestion that Dietrich withdraw his plea and stand trial.

Mr. Van Schaick made no comment, but walked from the crowded courtroom with Dietrich, who has been at liberty in \$2,500 bail since his arrest and indictment.

During the plea and the statements of Judge Spencer and Mr. Ark Dietrich stood beside the bench, his hands clasped.

He was accompanied into court by a brother. He is married.

Lake East of Charlotte Found To Be Polluted by City Sewage, Says Report



Findings of Special Investigation Filed With Supervisors; Manager Story and Baker Invited to Hearing

By HIRAM MARKS

That the complaint of Supervisor Dayton T. Lawrence of the town of Webster regarding pollution of Lake Ontario from sewage from the city of Rochester is justified is the finding of a Special Committee of the Board of Supervisors in a report filed yesterday afternoon. Accompanying the report was the findings of the committee's expert, Professor Henry N. Ogden, of Cornell University, and copies of the report furnished City Manager Stephen B. Story and Harold W. Baker, commissioner of public works, with an invitation to them to attend a hearing the committee will conduct in the supervisors' chambers at 2:30 o'clock Thursday afternoon.

The report makes it clear that the section of Lake Ontario that is concerned in the pollution discussion is from the Summerville Pier eastward to Nine Mile Point. The municipal bathing beach at Ontario Beach park is not involved in the discussion, as the flow of river and the lake is concerned. Officials are chiefly concerned with the Durand-Eastman Park bathing beach is in the center of Lake's sector which Professor Ogden says is contaminated to a degree that makes it unsafe for swimming. Vigorous exception to the report was taken by the city of Rochester, and the report of Professor Ogden

er of water at different points along its west wind blowing, preceded by

LOVE OPPOSES CITY HALL QUIZ BY GRAND JURY

Replies to Charges of Attorney That Dietrich Is 'Goat' for Other Municipal Employees.

District Attorney William F. Love will not start a grand jury investigation of City Hall affairs as suggested by George Van Schaick, attorney for Alexander Dietrich. Dietrich pleaded guilty to theft of city funds in the department of building and Mr. Van Schaick in County Court declared before Judge Nelson E. Spencer that Dietrich had been made the "goat" for other city employees, charging that he was the victim of alleged slanders and methods of conducting the city's business.

Editor, Rochester Journal: Will you please publish the following in your "Letters from Readers" column: On Tuesday, December 4, the newspapers of Rochester printed an ordinance introduced by Councilman Harry C. Goodwin with the view in mind of regulating the use of the sidewalks for news stands. I read this new ordinance with a good deal of astonishment and sorrow. I was astonished at the fact that our city management should have as one of its heads a man with so little feeling, so little heart, as to deprive newsboys who have grown up at this business, who could not earn a livelihood in any other line of work; who, due to physical disabilities and also due to the fact that they are above the proposed age limit for news stand proprietors, would be thrown out of employment and would have no opportunity to make a living. Any of the readers of this paper will bear me out when I say that about 90 per cent. of the owners of news stands along our main streets are either too old, or otherwise physically disqualified, to go into any other line of business.

SUPERVISOR ANSWERS 'POLITICS' CHARGE

Intimation by city manager government heads that expert indictment of the city for dumping sewage into Lake Ontario and polluting the lake front was a "political move," today brought a sharp reply from Edward Miller, Twenty-second Ward supervisor and chairman of a special committee on Pollution.

"Apparently the blame for the pollution situation rests clearly upon the city's neglect in the disposal of sewage," Supervisor Miller declared.

"If Mr. Story pretends to see political plots in the pollution situation his frame of mind is anything but one that will make for clarity of discussion. If the city manager does not care to confer with the legislative representatives of the County of Monroe we will proceed along such other lines as we may deem proper. We are giving Mr. Story and Mr. Baker a chance to explain.

"The statement in question challenged the good faith of the committee by expressing doubt as to whether we were acting for moiciv and constructive motives.

Section 11, in part, reads: "News stands shall be of such form, design, dimensions, color and material as shall be prescribed or approved by the city manager." I can readily see the wisdom of an ordinance of this kind. What could be more pleasing to the eyes of visitors to our fair city and to our own tired and overworked eyes to see a line of beautiful sky blue or pink news stands of uniform, symmetrical lines at the intersections of our streets and, in order to have them all uniform, have them furnished by some one on the "inside" at an equally fancy price? Section D states that "no merchandise of any kind except daily newspapers shall be displayed or sold from any news stand." This section, I suppose, was written in at the request of a few of the downtown store owners who feel that, because of the fact that these news stands sell magazines and other periodicals, their business is cut down accordingly, otherwise what harm could there be in these boys making a few extra needed pennies through the sale of these magazines?

I appeal to the public of Rochester to strongly oppose this unwarranted ordinance which will deprive so many of these needy families now depending on the sale of papers for a scanty living, from following this, their only means of gaining a livelihood.

With these facts in mind, I am sure that the public will have its way.

Supervisor Miller's statement follows: "As chairman of the Special Committee on Pollution of the Board of Supervisors, I wish to reply to the statement carried in the morning press in which the city manager was indirectly quoted on the subject of a conference on Professor Ogden's report.

"The statement in question challenged the good faith of the committee by expressing doubt as to whether we were acting for moiciv and constructive motives.

"Let me make one point clear. If the city manager does not care to confer with the legislative representatives of the County of Monroe we will proceed along such other lines as we may deem proper. We are giving Mr. Story and Mr. Baker a chance to explain.

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Leader Of County's Sewage Inquisitors Denies Allegations

Supervisor Miller Sharply Refutes Statement of City Officials That Committee Is Not Acting From Civic Motives.

A sharp reply to City Manager Stephen B. Story's statement of the city's attitude on the report of the Monroe County Board of Supervisors on sewage pollution of Lake Ontario was made today by Supervisor Edward L. Miller, chairman of the special committee on pollution.

"If Mr. Story is pretending to see political plots in the pollution situation, his frame of mind is anything but one which will make for clarity of discussion," he said.

"As chairman of the special committee of the Board of Supervisors on pollution I wish to reply to the statement carried in the morning press in which the City Manager was indirectly quoted on the subject of a conference on Professor Ogden's report. The statement in question challenged the good faith of the committee by expressing doubt as to whether we were acting for moiciv and constructive motives.

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LIVELY APPEALS FLOOD HEARING ON NEWS STANDS

Former Supreme Court Justice, Congressman Urge Boys' Rights SMALL DEALERS BACK ORDINANCE

Sutherland Questions Constitutionality; No Decision Made

By HIRAM MARKS

The influence that the sale of newspapers and magazines exerted on the lives of many people was stressed from a wide variety of angles before the law committee of the City Council last evening at a hearing on the ordinance regulating the use of the sidewalks for news stands.

For nearly three hours members of the law committee, of which Vice Mayor Isaac Adler is chairman, were virtually inundated with heart-thumping stories of what the restriction of the sale of magazines on the news stands would mean to a number of young men struggling to obtain an education, to those who are supporting families and parents, and to other who are crippled and depend on the income from the stands for their livelihood.

Both Sides of Picture This was the picture painted by the opponents of the ordinance and in support of the smaller merchants throughout the city. John T. Powers, chairman of the Automobile Club of Rochester, said that the committee was not concerned with what was sold on the stands, but was interested in seeing that they were not more than four feet in height, so that they would not constitute a menace to motorists at congested corners.

That the sale of produce by hawkers and the use of the streets for any other purpose than for travel was contrary to law, was a contention made by Mr. Backus, and in the course of the argument it was said that the adoption of this ordinance would enable the Retail Merchants' Council to take steps to restrict business in established locations, paying rentals that are reflected in taxes. This class of competition was characterized as unfair.

Many Newsboys Speak The greater part of the hearing was devoted to boys making personal appeals to give them a chance and their circumstances and what the income from the stands meant to them were cited in dramatic manner, in several instances. The proposition did not lack for eloquence, the "bread and butter" argument for the hardship of the small merchant, inability to meet rents, and other items, were graphically pictured, all and all making a rather rough night on the heart strings of the members of the Council, all of whom, with City Manager Stephen B. Story, Harold W. Baker, commissioner of public works; George J. Nier, commissioner of public safety, Corporation Counsel Clarence M. Platt and a large number of officials and spectators were stayed to hear the prolonged discussion.

The committee took the matter under advisement, and will report later. The briefs on the legal questions involved will be submitted before the law committee makes its report.

peddling papers for thirty-seven years and has had a stand at the Four Corners for thirty-one years

Jacobstein, Sutherland Favor Boys In behalf of Representative Meyer Jacobstein, a statement was made in which he said he got his start peddling papers, and he asked for continuance of the privilege for the boys. Arthur E. Sutherland, former Supreme Court justice, spoke as a friend of the newsboys, without retainer, but in admiration of their qualities and as "an obligation to them." He discussed several features of the proposed ordinance, and its amendment, and expressed doubt as to the validity of the measurement fund, and for the general fund, and to renew \$550,000 in general revenue notes; \$125,000 in local improvement notes; \$75,000 in transit subway notes and \$250,000 in school construction notes and \$75,000 in municipal land purchase notes. In response to an inquiry by Councilman Harry C. Goodwin, a statement was made by Mayor Joseph C. Wilson that the money is not borrowed until it is needed.

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Help the Newsboys Win! Proposed Ordinance That Would Injure Them Will Also Injure Downtown Business

If you believe Councilman Goodwin's proposed ordinance placing drastic restrictions on street news stands, is wrong, oppose it! Attend the hearing to be held before the law committee of the City Council in the City Hall tonight at 8 o'clock and show your opposition. If this measure, which provides that no magazines shall be sold at street news stands, and contains other restrictions, is adopted, it will abolish them. And that would INJURE downtown business. Street news stands attract crowds into downtown streets. People, knowing just where they can find their favorite newspapers and magazines, go to the street news stands. And remain to make purchases in the downtown stores. But stopping this is only one feature of the harm this measure would cause. Having news stands in the streets is the convenient way. To place restrictions that would remove them is to add to your own inconvenience. Finally, it is unfair to the newsboys. It is agreed that some regulations for news stands might properly be adopted by the police. But no new law is necessary for that purpose. Give the newsboys a chance, such as every other city gives them. Do not take away their means of a livelihood by this unnecessary law. Help the newsboys win their fight.

Lake East of Charlotte Found To Be Polluted by City Sewage, Says Report

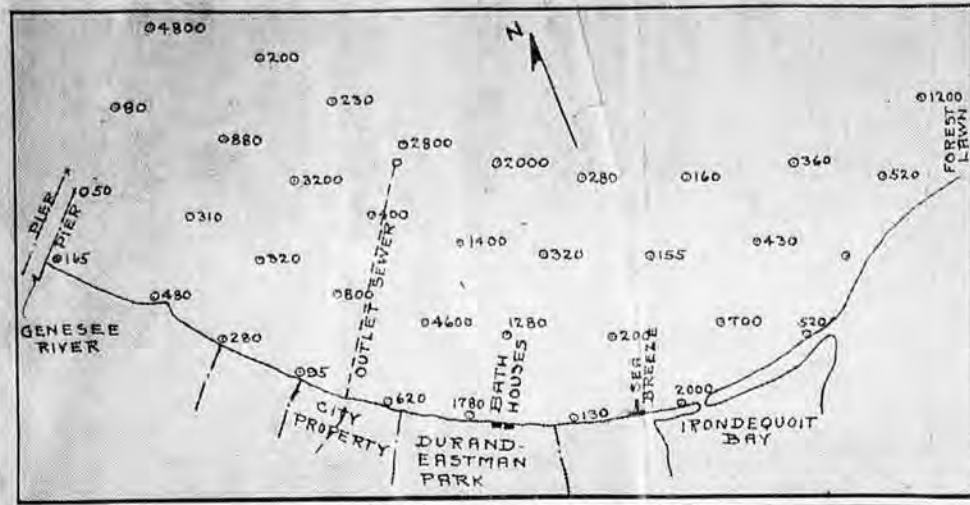


Diagram shows B. Coli colonies per cubic centimeter of water at different points along shore of Lake Ontario on June 30, with four-mile per hour west wind blowing, preceded by calm.

LOVE OPPOSES CITY HALL QUIZ BY GRAND JURY

Replies to Charges of Attorney That Dietrich Is 'Goat' for Other Municipal Employees.

District Attorney William F. Love will not start a grand jury investigation of City Hall affairs as suggested by George Van Schaick, attorney for Alexander Dietrich.

Dietrich pleaded guilty to theft of city funds in the department of building and Mr. Van Schaick in County Court declared before Judge Nelson E. Spencer that Dietrich had been made the "goat" for other city employees, charging that he was the victim of alleged slovenly methods of conducting the city's business.

"Mr. Van Schaick intimated that he knows more about City Hall affairs and if that is the case it is his duty as an attorney to tell the grand jury all he knows," the district attorney declared. "But I don't think he knows of further irregularities. Had I been here when he made his statement in court, I would have had Mr. Van Schaick go before the grand jury then in session."

Mr. Love was confined to his home four days last week with a cold.

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Give the newsboys a chance, such as every other city gives them. Do not take away their means of a livelihood by this unnecessary law.

Help the newsboys win their fight.

Editor, Rochester Journal:

Will you please publish the following in your "Letters from Readers" column:

On Tuesday, December 4, the newspapers of Rochester printed an ordinance introduced by Councilman Harry C. Goodwin with the view in mind of regulating the use of the sidewalks for news stands.

I read this new ordinance with a good deal of astonishment and sorrow. I was astonished at the fact that our city management should have as one of its heads a man with so little feeling, so little heart, as to deprive newsboys who have grown up at this business, who could not earn a livelihood in any other line of work, who, due to physical disabilities and also due to the fact that they are above the proposed age limit for news stand proprietors, would be thrown out of employment and would have no opportunity to make a living. Any of the readers of this paper will bear me out when I say that about 90 per cent. of the owners of news stands along our main streets are either too old, or otherwise physically disqualified, to go into any other line of business.

Section B, in part, reads: "News stands shall be of such form, design, dimensions, color and material as shall be prescribed or approved by the city manager." I can readily see the wisdom of an ordinance of this kind. What could be more pleasing to the eyes of visitors to our fair city and to our own tired and overworked eyes to see a line of beautiful sky blue or pink news stands of uniform symmetrical lines at the intersections of our streets and, in order to have them all uniform, have them furnished by some one on the "inside" at an equally fancy price?

Section D states that "chandise of any kind except daily newspapers shall be displayed or sold from any news stand." This section, I suppose, was written in at the request of a few of the downtown store owners who feel that, because of the fact that these news stands sell magazines and other periodicals, their business is cut down accordingly, otherwise what harm could there be in these boys making a few extra needed pennies through the sale of these magazines?

Last, but not least, Section F deals with the manner in which permits shall be issued. A bond to the amount of \$5,000 shall be filed with the city manager and a permit must be taken out for which there is the nominal fee of \$24 per year. I am not an insurance man, but I would say that a \$5,000 bond would cost at least \$25; add to this the fee for the permit, and these young proprietors of news stands, besides the cost of the stands, must have approximately \$50 in cash before being allowed to sell a single paper.

By placing the age limit of proprietors of news stands at under sixteen years of age, it will be necessary for them to be employed in their place some person over the legal age limit to sell their papers during the hours it is necessary for them to attend school.

I appeal to the public of Rochester to give their opposition to this ordinance which will deprive so many of these needy families now depending on the sale of papers for a scanty living, from following this, their only means of gaining a livelihood.

THEODORE H. FREDERICK
No. 47 Melville St. east.

SUPERVISOR ANSWERS 'POLITICS' CHARGE

Intimation by city manager government heads that expert indictment of the city for dumping sewage into Lake Ontario and polluting the lake front was a "political move," today brought a sharp reply from Edward Miller, Twenty-second Ward supervisor and chairman of a special Committee on Pollution.

"Apparently the blame for the pollution situation rests clearly upon the city's neglect in the disposal of sewage," Supervisor Miller declared.

"If Mr. Story pretends to see political plots in the pollution situation his frame of mind is anything but one that will make for clarity of discussion."

"If the city manager does not care to confer with the legislative representatives of Monroe County, we will proceed along such other lines as we may deem proper."

CITY OFFICIALS STAND

City officials viewed the final report of Professor Henry N. Ogden as they did his first, inferring it was a political move by the Republican county organization to discredit the city manager government. Their opinion was that all the years the Republican machine had the city government no fault was found with the city's system of dumping sewage and disposal plant waste into the lake.

"If there is ground for this complaint we will co-operate with the supervisors in a plan for removing the menace," City Manager Story said. "We do not want our bathing beaches contaminated, nor the beaches of Irondequoit and Webster."

"But if the whole thing is part of a political move we shall soon drop all negotiations with the committee."

with Messrs. Story and Baker, consists of Edward L. Miller, chairman; Jesse B. Hannan, William F. Schmitt, Herbert S. Jenner and Timothy Kelly, with James E. Cuff as county attorney.

MILLER'S STATEMENT

Supervisor Miller's statement follows: "As chairman of the Special Committee on Pollution of the Board of Supervisors, I wish to reply to the statement carried in the morning press in which the city manager was indirectly quoted on the subject of a conference on Professor Ogden's report."

"The statement in question challenged the good faith of the committee by expressing doubt as to whether we were acting for civic and constructive motives."

"Let me make one point clear. If the city manager does not care to confer with the legislative representatives of the County of Monroe we will proceed along such other lines as we may deem proper. We are giving Mr. Story and Mr. Baker a chance to explain."

"Mr. Story pretends to see political plots in the pollution situation his frame of mind is anything but one which will make for clarity of discussion. We have no doubts whatever that a solution will be worked out, the only question is when will it be worked out. The public demands it and the public will have its way."

ACTION DEMANDED

"Personal prestige is of no importance in such situations as this. As to the city manager's fears in respect to politics, we believe that political considerations of the highest order demand prompt action in remedying the pollution situation as it exists, and which it now appears has existed for some time past unremedied."

"Apparently, the blame for the situation rests clearly upon the city's neglect in the disposal of sewage. It may be inconvenient and distasteful for the city government to admit the fact, but the fact remains."

"For the benefit of the public let me repeat that the Board of Supervisors is making every effort to relieve an intolerable public nuisance, and, I am sure, will continue those efforts until the nuisance is abated."

"We will meet any of the agencies involved in the matter in the spirit of candid co-operation. We are much more interested in securing a stoppage of the lake pollution than we are in engaging in irrelevant disputes."

Leader Of County's Sewage Inquisitors Denies Allegations

Supervisor Miller Sharply Refutes Statement of City Officials That Committee Is Not Acting From Civic Motives.

A sharp reply to City Manager Stephen B. Story's statement of the city's attitude on the report of the Monroe County Board of Supervisors on sewage pollution of Lake Ontario was made today by Supervisor Edward L. Miller, chairman of the special committee on pollution.

"If Mr. Story is pretending to see political plots in the pollution situation, his frame of mind is anything but one which will make for clarity of discussion," he said.

"As chairman of the special committee of the Board of Supervisors on pollution I wish to reply to the statement carried in the morning press in which the City Manager was indirectly quoted on the subject of a conference on Professor Ogden's report. The statement in question challenged the good faith of the committee by expressing doubt as to whether we were acting for civic and constructive motives."

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LIVELY APPEALS FLOOD HEARING ON NEWS STANDS

Former Supreme Court Justice, Congressman Urge Boys' Rights

SMALL DEALERS BACK ORDINANCE

Sutherland Questions Constitutionality; No Decision Made

By HIRSH MARKS

The influence that the sale of newspapers and magazines exerts in the lives of many people was stressed from a wide variety of angles before the law committee of the city council last evening at a hearing on the ordinance regulating the use of the sidewalks for news stands.

For nearly three hours members of the law committee, of which Vice-Mayor Lane Adler is chairman, were virtually inundated with heart-thrilling stories of what the restriction of the sale of magazines on the news stands would mean to those who are supporting families and who are crippled, and depend on the income from the stands for their livelihood.

All Agree on Size Control

A number of petitions in opposition to the sale of magazines on the sidewalks were presented by Goodwin. All sides agreed that there should be some control of the size of the stands. The city committee of the law committee of the city council last evening at a hearing on the ordinance regulating the use of the sidewalks for news stands.

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There must of necessity be some regulation. One of these should be, allowing a stand to be placed where there is a busy mail box, as at North and South Clinton. At these corners, if you wish to use the mail box one has to wade through a string of idlers, and sometimes worse. Another should be, not to permit boys about six years of age to be in this work. There are numbers of them with frail little bodies, but with lungs like giants.

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Urges H. T. Brown as New Rochester Park Director

Editor, Democrat and Chronicle:

There is considerable discussion about town over the appointment of director of the Rochester Parks. Rochester has waited almost a year for the naming of a successor to Calvin C. Laney. The Civil Service examinations have been held and of the three men at the top two are natives of Rochester. The other is a man of wide experience in playground work who has come to Rochester well recommended. Of the other two, one is connected with the parks for many years as an engineer. The other has come up from the ranks of park employees to the position of assistant superintendent of parks.

Henry T. Brown, who stands third on the list, is the engineer who has been responsible for a great deal of the construction and development work on the park. He has been the able assistant of Mr. Laney for many years, a fact that Mr. Laney always has freely acknowledged. Mr. Brown was educated in the public schools of Rochester, at business college and Mechanics Institute. His duties have been general engineering and surveying. He is a licensed professional engineer, and surveyor. One of his accomplishments was the planning, locating and laying out of roads, the water lines, septic tank and zoo at Durand-Eastman Park. Included in his work have been landscaping, preparing maps, planning and laying out roads, walks, sewers, and doing similar work in all the parks. He was in charge of the work of building the dam and the overflow well in Durand-Eastman Park. He also prepared the estimates for this work. He located a had charge of grading the road leading to the Brighton disposal plant and the care and oversight of the grounds surrounding this plant as well as the planting of shrubbery, thinning of forest trees, clearing under brush, and he also was in charge of the grading and seeding of a Charlotte disposal plant.

Mr. Brown has for years prepared the ordinances and estimates for the planting of street trees and given location for this planting, making regulations and checking the bills for them. He also has furnished assessors with the complete list of a card index for office use of the street planted. He had charge of the street tree planting during the summer of Mr. Medcitt, the former city forester.

But Mr. Brown also is closely connected with the horticultural side of the parks. For years he worked with Mr. Laney, John Dunbar and Professor Sargent, curator of the Arno Arboretum, collecting and identifying native trees, shrubs and plants in Rochester and Western New York and elsewhere. In the collections a Highland and Genesee Parks, especially, there are many evidences of his activity, for which full credit has been given him by his associates.

As engineer he has built park tennis courts, running tracks, baseball diamonds, hockey courts and done similar work. He has kept in touch with the playgrounds from their very beginning and well understands the recreational needs of the city, and what developments can be made in the parks and playgrounds to meet them.

For a number of years Mr. Brown has been a member of the Rochester Athletic Club. For fifteen years he has been a member of the board of directors of the Maplewood Y. M. C. A. He had charge of the construction of its athletic field, including the plan grading, building tennis courts and planting of the grounds.

During the years the water carnival was a feature of the summer activities of the parks and playgrounds he had charge of the decorations.

These are a few indications of the variety and extent of Mr. Brown's

activities in connection with the development of the city's recreational features as well as its botanical and arbor-cultural collection. Recreation has become one of the very active problems in Rochester, and its citizens are interested in seeing the fullest use and development of their playgrounds and parks. This writer believes that Henry T. Brown is adequately equipped to give efficient direction and service to all the factors involved. Furthermore, it is also the belief of this writer, that his appointment would be the recognition of the services of a fine public servant who has quietly and efficiently gone about his tasks too modest to blow his own horn but eager to further every good cause to the best of his ability. If men of this type are not to be crowned with recognition in the form of promotion how is it to be expected that the city can develop public servants who are willing to place the best of themselves in their work.

RECREATION.

Slavin Held Best Qualified for Post of Park Director

Editor, Democrat and Chronicle:

There are two kinds of officials in various branches of Public Service. One group consists of those who have "come up from the ranks," and, by merit, have been promoted, year after year, to positions of greater and greater responsibility.

Mr. Slavin, of the bureau of parks of this city, is a man who has won recognition and increased responsibility through merit, and merit alone. For nearly forty years, Mr. Slavin has been in the employ of the bureau of parks, starting as a boy and winning

Statements Confuse Public Says Baker, Mapping System

Statements regarding possible pollution of the shore water, which were made last Summer and which recently have been repeated, tend to confuse the public, comments Harold W. Baker, commissioner of public works, in a statement which he submitted yesterday at the supervisors' hearing on lake pollution.

Mr. Baker continues with an extended outline of the city methods in sewage disposal and plans for future development. His statement follows:

Explains Sewerage System

The statements made in the public press during the past Summer, with respect to pollution by sewage of the bathing beaches, must tend to confuse the citizens of Rochester and seem an attempt to present their home city in a bad light. I shall endeavor to outline in a non-technical manner the progress made by past administrations and the program now carried out or being studied by the present administration for the betterment of public health conditions in Rochester and the surrounding districts. A broad and thorough approach to the solution of the problem must involve these districts as well as the city itself.

Two different systems of sewers are in use in Rochester today. First, the greater portion of the city is served by the combined system which carries both house sewage and stormwater. The main trunk sewer into which the system empties is provided with regulators or overflows which permit the discharge of excessive flows into the river during periods of heavy rainfall.

Second, the remaining portion of the city is served by the separate system one group of sewers receiving sanitary sewage and the other stormwater. In this system, the sanitary sewage only is carried to the disposal works. The stormwater being discharged without treatment directly into the river or other available water courses.

Statement Program

As far back as the administration

CITY'S LIMB

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Urges H. T. Brown as New Rochester Park Director

Editor, Democrat and Chronicle:

There is considerable discussion about town over the appointment of a director of the Rochester Parks. Rochester has waited almost a year for the naming of a successor to Calvin C. Laney. The Civil Service examinations have been held and of the three men at the top of the list, one is a native of Rochester. The other is a man of wide experience in playground work who has come to Rochester well recommended. Of the other two, one has been connected with the parks for many years as an engineer. The other has come up from the ranks of park employees to the position of assistant superintendent of parks.

Henry T. Brown, who stands third on the list, is the engineer who has been responsible for a great deal of the construction and development work on the parks. He has been the able assistant of Mr. Laney for many years, a fact that Mr. Laney always has freely acknowledged. Mr. Brown was educated in the public schools of Rochester, at business college and at Mechanics Institute. His duties have been general engineering and surveying. He is a licensed professional engineer, and surveyor. One of his accomplishments was the planning, locating and laying out of roads, the water lines, septic tanks and zoo at Durand-Eastman Park.

Included in his work have been landscaping, preparing maps, planning and laying out roads, walks, sewers, and doing similar work in all the parks. He was in charge of the work of building the dam and the overflow well in Durand-Eastman Park. He also prepared the estimates for this work. He located and had charge of grading the road leading to the Brighton disposal plant and the care and oversight of the grounds surrounding this plant such as the planting of shrubbery, thinning of forest trees, clearing underbrush, and he also was in charge of the grading and seeding of the Charlotte disposal plant.

Mr. Brown has for years prepared the ordinances and estimates for the planting of street trees and given the location for this planting, making the requisitions and checking the bills for them. He also has furnished the assessors with the complete list and card index for office use of each street planted. He had charge of the street tree planting during the illness of Mr. Medcalf, the former city forester.

But Mr. Brown also is closely connected with the horticultural side of the parks. For years he worked with Mr. Laney, John Dunbar and Professor Sargent, curator of the Arnold Arboretum, collecting and identifying native trees, shrubs and plants in Rochester and Western New York and elsewhere. In the collections at Highland and Genesee Parks, especially, there are many evidences of his activity, for which full credit has been given him by his associates.

As an engineer he has built park tennis courts, running tracks, baseball diamonds, hockey courts and done similar work. He has kept in touch with the playgrounds from their very beginning and well understands the recreational needs of the city, and what developments can be made in the parks and playgrounds to meet them.

For a number of years, Mr. Brown has been a member of the Rochester Athletic Club. For fifteen years he has been a member of the board of directors of the Maplewood Y. M. C. A. He had charge of the construction of its athletic field, including the plan grading, building of tennis courts and planting of the grounds.

During the years the water carnival was a feature of the summer activities of the parks and playgrounds he had charge of the decorations.

These are a few indications of the variety and extent of Mr. Brown's

activities in connection with the development of the city's recreational features as well as its botanical and arbor-cultural collection. Recreation has become one of the very active problems in Rochester, and its citizens are interested in seeing the fullest use and development of their playgrounds and parks. This writer believes that Henry T. Brown is adequately equipped to give efficient direction and service to all the factors involved. Furthermore, it is also the belief of this writer, that his appointment would be the recognition of the services of a fine public servant who has quietly and efficiently gone about his tasks too modest to blow his own horn but eager to further every good cause to the best of his ability. If men of this type are not to be crowned with recognition in the form of promotion how is it to be expected that the city can develop public servants who are willing to put the best of themselves in their work.

RECREATION.
Rochester, Dec. 17, 1928.

Slavin Held Best Qualified for Post of Park Director

Editor, Democrat and Chronicle:

There are two kinds of officials in various branches of Public Service. One group consists of those who have "come up from the ranks," and, by merit, have been promoted, year after year, to positions of greater and greater responsibility.

Mr. Slavin, of the bureau of parks of this city, is a man who has won recognition and increased responsibility through merit, and merit alone. For nearly forty years, Mr. Slavin has been in the employ of the bureau of parks, starting in as messenger boy; and winning his way by promotions to his present position, a candidate for the honor of being appointed director of parks.

Surely, it would be very difficult to find anyone who is better qualified for the post; as Mr. Slavin studied under the late John Dunbar, whose work, in this city, brought great credit to Rochester. Mr. Slavin has also had the good fortune to be under orders issued by Calvin C. Laney, whose magnificent work, in connection with the Department of Parks, in this city, needs no eulogies.

Perhaps it is only fair that merit be recognized in the appointment of a director of parks, in this city; and the appointment of Mr. Slavin means the service of a man who is under no political obligations to anyone; and who is already intimately acquainted with the problems connected with the department of parks.

The appointment of an official from out-of-town would be in order, if Mr. Slavin, after nearly forty years of practical experience in the department of parks of this city were not available.

We are fortunate in having a man of Mr. Slavin's personality, a scientific knowledge, and business efficiency to carry on the park, which may like Dr. Moore, I think of the Rochester park system, established, and Mr. Lambertson, John Dunbar, William S. Riley, and Mr. Laney successfully developed to its present glory.

J. W. JOHNSTON,
Rochester, Dec. 15, 1928.

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advocate of the extension of Broad Street at the earliest possible date, and he contends that ample funds are in sight to make a start in the immediate future and as a first step in the interest of efficiency, \$15,000 should be appropriated by the Council for the survey to ascertain the cost.

Three questions relating to the city's ability to finance Broad Street extension eastward are asked by H. H. Sullivan in an open letter delivered yesterday to Comptroller Clarence E. Higgins.

Mr. Sullivan is an enthusiastic advocate of the extension of Broad Street at the earliest possible date, and he contends that ample funds are in sight to make a start in the immediate future and as a first step in the interest of efficiency, \$15,000 should be appropriated by the Council for the survey to ascertain the cost.

His first question is: "What is the amount of the city's bonded debt?" The Times-Union on Dec. 7 stated that our net debt limit on Nov. 30 was \$15,300,000. Also that there would be a further exemption of \$12,000,000, if the Constitutional Amendment of 1927 was sustained.

The Rochester American on Dec. 16 in an article quoting you stated that all we have to spend is only \$12,000,000. Also that the amount that may be available under the Constitutional Amendment is only \$14,000,000.

In writing you, I am not only speaking for myself but a group of citizens interested.

1.—In having a survey and appraisal made of Broad Street—made so that we can get all the facts and costs. This is to order, what the subject can be intelligently considered before the city takes action.

2.—This is also the purpose of protecting the city against undue costs through speculation and manipulation. If Broad Street is ever to be built, either in sections or in its entirety.

3.—For the purpose of bringing about a proper realization of financial resources and our opportunities.

HOW MUCH IT CAN EXPEND

Ability to Finance Broad Street Extension Basis of Merchants' Inquiry

APPROVE SURVEY PLAN

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3.—For the purpose of bringing about a proper realization of financial resources and our opportunities.

Question 1—What is the amount available now in total under our debt limit?

Question 2—What amount will be available under the Constitutional Amendment of 1927, if it is sustained?

In the Times-Union of Dec. 10 the amount of money already expended and assumed by this administration on capital account are stated as \$6,499,000. This leaves the city with the \$2,800,000 for the new Northeast High School.

As I gather it, from the reports in the Times-Union, plus the new high school, the totals assumed and authorized by this administration since Jan. 1 are at least as follows:

FOR HEAD OF LOCAL PARKS

William C. Barry, Banker, Writes Nier That Candidate's Service Entitles Him to Consideration.

Appointment of Patrick J. Slavin as director of the Bureau of Parks today was recommended by William C. Barry, vice-president of the Monroe County Savings Bank, in a letter to Commissioner of Public Safety George J. Nier.

Mr. Barry's grandfather, Patrick Barry, and George Ellwanger, partners in the nursery firm Ellwanger & Barry, gave the site of Highland Park to the city. The land was a part of the nursery.

"I have learned from the papers that Mr. Patrick J. Slavin is eligible for the appointment and I therefore take great pleasure in recommending him for the position and urging his appointment," the letter reads.

"I have known Mr. Slavin during all his years of service with the Park Department which dates back some 30 years. I believe that Mr. Slavin's long residence in the city, and his long and faithful service in the Park Department, as well as his intimate knowledge of our splendid parks, in the development of which he has played such an important part, entitles him to the promotion."

Frederick G. Barry, brother of W. C. Barry, has also urged Mr. Nier to appoint Mr. Slavin.

BROAD STREET PLAN FAVORED BY AUTO CLUB

Motorists' Group Votes Approval of Proposed Survey at Cost of Fifteen Thousand Dollars.

The Automobile Club is now on record as favoring the extension of Broad Street and of an appropriation of \$15,000, pending before the City Council, for a preliminary survey of the project and an appraisal of the cost.

Resolutions to this effect were adopted at the annual meeting of the Club Dec. 12.

Action on the appropriation of \$15,000 was delayed by the council last Monday due to a misunderstanding as to exactly what the resolution provides. Some members of the council thought the money was to be expended for a survey of the project generally and others for an appraisal of the cost of property to be taken by the city.

Rochester newspapers yesterday began publication of the first of a series of 26 advertisements urging the necessity of the proposed Broad Street survey.

The Real Estate Board of Rochester has begun distribution of 26,000 pamphlets urging "A Greater Broad Street." The pamphlet contains a map of the proposed extension and a coupon asking for signatures of those in favor of petitioning the City Council to authorize extension of Broad Street.

The city authorities admit, and their reports for the last four or five years show, the astonishing fact that billions of gallons of raw sewage have not as yet produced such a result, nevertheless, we should not run the risk. That the scourge of a typhoid epidemic should never visit Rochester and Monroe County, is the responsibility of every public official.

A few days ago, we notified Mr. Story that Professor Ogden would be detained at Cornell University by reason of his classes, and offered to adjourn the meeting until next week, when Professor Ogden could be here. Mr. Story said, however, that so far as he was concerned, Professor Ogden's presence at this meeting was not imperative.

CITY WISHES TO CLEAR LAKE OF SEWAGE, STORY TELLS COUNTY OFFICIALS

Beaches Safe for Bathers, Health Officer Goler Says

"Rochester has done more than any other city in this country to solve its sewage problem," asserts Health Officer George W. Goler in his statement presented yesterday at the hearing on lake pollution. The health officer further and emphatically gives it as his opinion that the lake beaches in the neighborhood are safe for bathers, have been safe, and will continue so to be.

Dr. Goler's statement follows:

For 20 years every Summer in Rochester, the Health Bureau has been taking samples of water along the lake from west of Manitowish to east of Nine Mile Point, so that it might protect the people of Rochester from lake pollution. It has also, during these periods, taken water from lake steamers, international and coast lines, as well as from other places. Since the growth of the city and the increased number of bathers at the lake beaches, it has taken water samples from the lake beaches, examined them, and determined that the water was safe for bathing. It has also compared the water with other cities and found the number of bacteria and the other impurities in the water less numerous at the Rochester beaches.

When Rochester began to take its sewage from the river, treated it, and poured it into the lake, it had the satisfaction that the Rochester Health Bureau saw the beginning, extension and the studies

being made for the completion of their work. Rochester has a system of sewage which largely takes combined sewage; that is, rainfall and house sewage. Some cities have a sewerage system which takes only house sewage and a larger sewer to take rainfall. The house sewage is a nearly constant quantity while the sewers to take the water from the ground, rainfall, of course, having combined system of sewers for rain fall and house sewage, must have our sewers large enough to take the combined sewage.

Now, ever since man in the city began to take sewage into a ground disposal, that is, to send it down in the building of sewers that dilution was an important part of sewage disposal. That is, to send it down in the building of sewers that dilution was an important part of sewage disposal. That is, to send it down in the building of sewers that dilution was an important part of sewage disposal.

Kodak District Offers Problem

When Rochester built its sewage disposal plants it spent millions of dollars. The test of time has shown the wisdom of this expenditure, as they were built and providing for their extension with the growth of the city. Sewage plants of this kind have to be carefully considered. The

Continued on Page 21

Big Area Unfit for Public Bathing, Says Cornell Man

We, in common with practically all of the other citizens of Monroe County, are deeply concerned over the examination of bathing beaches on the lake. The Rochester bathing beaches have always been safe, and will remain so, provided the city continues to take the proper steps to keep them safe. The final test which sanitary engineers make is to determine whether the water is fit for public bathing. The final test which sanitary engineers make is to determine whether the water is fit for public bathing.

Now that it has been ascertained and admitted that there is pollution by the city, the proper place for us to get full information about the city's operations is from the city officials. We have, therefore, invited Rochester's commissioner of public works, Mr. Harold W. Baker, who has been in charge of the sewage disposal plant for the last five years, and the present city manager, Mr. Stephen Story.

Rochester's bathing beaches are a precious public possession. They are, for the great mass of our people, the most important summer recreational place. For those who do not have the means to go to distant summer resorts, the beaches afford the only relief from the oppressive summer heat. In the interest of good government, therefore, these beaches should be protected.

BROAD STREET SURVEY NEEDED

Article No. 1

The \$15,000 for a survey of the Broad St. Extension is needed for engineering surveys, for the preparation of proper and adequate maps and for the study of alternate plans of procedure. It is needed to determine how far it is advisable or necessary to use excess condemnation and how far and in what manner the cost of the extension could be met by assessments against the property benefited. It is needed to reach a final decision as to the best plan for procedure. It is also needed to determine the cost of the extension based on accurate appraisals of each piece of property involved and also of "key" properties on the outside.

All this is absolutely necessary for an intelligent consideration of the problem.

All this is one step in getting a complete City Plan and a necessary step.

It is exactly in accordance with the recent action of the Council in voting \$50,000 for a survey of the bridges.

Article No. 2

The question at the moment is not as to the laying of Broad Street but merely as to the one best means of producing all the facts.

The Survey means an appeal to facts, cost and reason. It is a step of progress in City Planning. It is exactly in accordance with the action of the City in recently voting \$50,000 for a survey of the Bridges.

A survey now of the Broad Street Extension will positively hasten the completion of a City Plan.

Article No. 3

Rochester as developing a City Plan. Progress, step by step will hasten its completion.

Nothing will contribute so effectively toward our getting a complete City Plan and Program as an early date, as a survey of Broad Street at this time.

A City Plan is not made complete at any one time. It does not come down some day from the skies—perfect and complete. It has to be built up, step by step. The survey of Broad Street right now is a positive step toward a City Plan.

Why wait "until we have a complete City Plan" to study the well known and vital parts of the Plan? It only means ultimate and needless delay in getting a complete City Plan and Program. The City very properly did not wait "for a complete City Plan" in voting \$50,000 for a survey of the Bridges—Adv.

City Heads Confer on Council Matters

Various matters under consideration by the City Council were discussed at an informal conference held yesterday afternoon in the office of City Manager Stephen B. Story. The practice of weekly conference on legislative matters will be resumed with greater frequency. In attendance were, besides City Manager Story, Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, Councilmen Louis Foulkes, Harry C. Goodwin, Chester A. Peake, Nelson A. Milne and Edward P. Flynn and Harold W. Baker, commissioner of public works.

CITY OFFICIALS ADMIT LAKE WATER POLLUTION

Admitting lake waters along Rochester's bathing beaches are polluted, but standing behind health reports that the beaches are safe for bathing, city officials continued on the defensive today in the controversy with county officials over Rochester's inadequate system of sewage disposal.

Beyond bringing to light a city program to eventually relieve the Genesee River of Tenth Ward sewage by building a disposal plant in lower Maplewood Park or carrying it over the river and on to Irondequoit by means of a pumping station, the conference between city and county officials yesterday accomplished little.

Headed by James E. Cuff, as county attorney, a special committee of the Board of Supervisors, stood pat on its charges that for six years the city has been by-passing sewage into the lake from the Irondequoit disposal plant.

BLAMES OTHER CITIES

For the city, City Manager Story and Public Works Commissioner Baker held that only in times of torrential rains and a flood of storm water is there any by-passing. They further said that if the city dumped nothing into the lake its waters would still be polluted from the sewage of cities along Lake Erie and towns west of Rochester along the shores of Lake Ontario.

They claimed the pollution in the center of the lake between here and Cohoes or Toronto is greater than along Rochester's beaches.

The most important testimony submitted for the city was a statement by Mr. Cuff.

Continued from First Page, Second Section

clared the beaches were unsafe for bathing.

Mr. Story attempted to admonish the committee for announcing last August the beaches were unsafe, right at a time when they were in use by more than 100,000 people, without first going to city officials for their complaint.

"The supervisors, just as soon as they learned of the true conditions and found that the city was by-passing sewage into the lake, felt that they were conscience bound to inform the public immediately," Mr. Cuff declared.

In a prepared statement, Mr. Story declared that the city plans to build more disposal plants. He said science had not perfected sewage disposal methods to a point where the waste water from disposal plants would be free of bacteria.

"Hasn't Milwaukee a system where the water is 98 per cent. free of pollution?" Mr. Cuff asked.

Time to End Menace

Public Service Performed in Directing Attention to Pollution of Lake

When experts disagree, who shall decide?

Professor Henry M. Ogden of Cornell University, reporting to a special committee of the Board of Supervisors, says Lake Ontario is so polluted by city sewage the water at the public beaches is NOT safe for bathing.

Dr. George W. Goler, health officer, declares just as emphatically that the water of the public beaches IS safe, always has been safe, and will remain safe for public bathing.

Public Works Commissioner Baker is right in assuming that statements made on this subject "must tend to confuse the citizens of Rochester." They are confused by reports contradicting each other.

But the fact remains that city authorities admit the lake waters are being polluted by billions of gallons of raw sewage being emptied into the lake without being treated in septic tanks.

It does not require expert testimony to determine that this is a menace to the health of those who bathe in the water. Doctor Goler directs attention to the fact that the typhoid death rate HAS decreased. Which is no guarantee for the FUTURE if the nuisance is permitted to continue.

The most encouraging feature of the present situation is in the fact that city officials have plans for remedying the condition.

County authorities performed a genuine public service in calling attention to the dangerous pollution of the lake.

Now is the time for city authorities to ACT in co-operation with the county.

Announces New Plan By Realty Board in Broad St. Extension

Details of Proposal Not Made Public by Realtors—Need of Survey in Arriving at Estimate of Cost of Project Stressed in Letter to Mayor Wilson.

The Real Estate Board brought up more heavy artillery in its fight for an appropriation of \$15,000 by the City Council to defray the expenses of a survey of the Broad Street extension project, when it sent to Mayor Wilson today a letter announcing that it had a brand new plan for this proposed public improvement.

The details of the plan were not made public, but the letter assured the mayor the plan would materially reduce the capital investment and at the same time materially increase the amount of the total cost which could be defrayed by direct assessment against the property benefited.

The Goodwin resolution appropriating \$15,000 for the survey will probably be acted on Monday afternoon when the council will have its next meeting.

Members of the Real Estate Board feel that an immediate survey and appraisal is necessary to protect the city against real estate speculation and manipulation, that would greatly increase the cost of extending the street eastward from South Avenue, and also that an ascertainment of all the facts involved is necessary for the city to arrive at a wise decision in regard to this project.

The existence of a new plan for the extension of the street emphasizes the need of an adequate survey of the whole project, the board contends. The appraisal would include the appraisal of key properties, located outside the property directly affected. The appraisal would cost \$10,000, for engineering, leaving \$5,000 for engineering and other features of the survey out of the proposed \$15,000 appropriation.

The letter to Mayor Wilson follows:

A statement has been made that under the ordinance authorizing a survey for a survey and appraisal of the Broad Street extension, the city would not secure an appraisal of the key properties on the outside that should be included. We write you this letter to make this matter very clear.

Objects Outlined

The object of the ordinance as outlined by City Manager Story last September was to provide:

1—For surveys, plans, maps, study of alternate methods of procedure, etc., and

2—For a detail appraisal of all the properties involved, please realize that this is a final plan and method of procedure. It is needed to determine how far it is advisable and necessary to use excessive condemnation and how far and in what manner the cost of the extension can be met by assessments against the property benefited. It is needed to make a final plan and method of procedure.

In this connection permit us to say that in connection with any engineering survey of the Broad Street extension under the proposed ordinance we stand ready and are prepared to submit a plan for the extension of Broad Street through the most expensive section that will materially reduce the capital investment and also permit much more largely charging of the cost against the benefited property owners. This suggestion of ours again permits us to emphasize and re-emphasize that the cost of the Broad Street extension shall not cost the city over \$10,000 in total and

(b) That there was being provided under the ordinance \$5,000 or over for the engineering features.

As regards the detail appraisal of the properties involved, please realize that this is really essential in order to determine how far it is advisable and necessary to use excessive condemnation and how far and in what manner the cost of the extension can be met by assessments against the property benefited. It is needed to make a final plan and method of procedure.

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CITY WORKER EXTENSION IN RICH SECTION SENTENCED

Alexander Dietrich Given 18 Months to 3 Years Term by County Judge

PAROLE REQUEST FAILS

Counsel Promises Client's Aid in City Hall Probe; Love Says Unnecessary

Disregarding a plea for suspension of sentence and probation made by George S. VanSchaick for the defendant, County Judge Nelson E. Spencer yesterday imposed a sentence of from 18 months to three years on Alexander Dietrich, of 130 Hague Street, former clerk in the Bureau of Buildings, who, on Oct. 29, pleaded guilty to an indictment charging him with misappropriation of city funds.

Since his plea, Dietrich has been before the Court eight times for sentences. Each time it was postponed to permit further investigation. At the seventh arraignment a week ago, Mr. VanSchaick made a plea for his client, charging that Dietrich "was a scapegoat for others," and declaring that the City Hall should be investigated by the district-attorney's office.

Grand Jury Action Asked

Yesterday, Mr. VanSchaick again declared his talks with Dietrich had revealed "there had been a course of conduct which would necessitate Grand Jury action" and that Dietrich was prepared to co-operate with the District-Attorney's office and answer and questions the District-Attorney might ask.

"I ask for parole in good faith," Mr. VanSchaick said. "This man awaiting sentence is not a second offender. From my talks with him and from my law experience I am convinced that there is a streak of good in him. He deserves a chance and his sentence should be tempered with the hope that if treated right he may win back his position in society which he has lost."

"In conclusion I want to say that we are together in this matter—we will accept without further comment the disposition you make of this case. You have been very patient with us in this matter, gone through a maze of evidence, and we know your decision will be honest, upright and just."

Assistant District-Attorney Jacob Ark asked the court to take into consideration all the facts in the case, to keep in mind that these indictments were returned against Dietrich, and that Dietrich had not been informed against himself on the forgery charge.

Some Unaccounted for

In imposing sentence, Judge Spencer said:

"I can't forget the substantial crime of which he accuses himself. I think the court ought not to forget the deterring influence on others in a case like this. Neither can I agree with Mr. VanSchaick in regard to the misappropriation of funds."

"There was never any suspended sentence given in this court, to my knowledge, for such a crime."

"The question of voluntary restitution has been taken into consideration. There still remains the larger amount unaccounted for, as shown by the shortage in the audit made by the city."

Denial was made by District Attorney William F. Love and Mr. Ark that Dietrich had made any disclosures which should be placed before the Grand Jury.

"The only man Dietrich implicated was dead and we cannot prosecute him," said Mr. Love.

Sewage Disposal Inquiry

To judge by the statements furnished to the Board of Supervisors by City Manager Story and written by Commissioner of Public Works Baker and Health Officer Goler, Rochester is far to the front in caring for its sewage disposal.

Credit for this goes back as Mr. Baker pointed out, to the administration of the late James G. Cutler and should be apportioned among all administrations from then until now.

The city has a definite program destined to provide facilities for treating all city sewage in the comparatively near future. At present 90 per cent. of the city sewage is being treated, Mr. Baker states.

This seems a notable record of accomplishment and a high ideal when compared with other American cities.

But there is another aspect to the investigation which has been carried on by the supervisors into the question of lake pollution. That is the extraordinary procedure adopted.

The Board of Supervisors assuredly cannot claim to have the public welfare of the citizens of Rochester any more at heart than the city administration. Hence the normal course for the board, when the original complaints were received last Winter, would have been to take the matter up at once with the city officials.

Instead the board announced in the press that it had received complaints and proposed to investigate them. Not a word was said officially to the responsible executives of the city of Rochester. No co-operation on a common problem was suggested. What the city officials learned of the county investigation they learned through the press.

The supervisors then hired an expert of repute and standing to make an investigation of the condition of the lake and river and on his own statement this expert furnished the supervisors with a preliminary report and hurried report at the urgent request of the county attorney—and the county treasurer. It is perhaps a coincidence that the latter official is a powerful party leader and a man who has consistently opposed the city manager plan of government.

In the preliminary statement, the county's expert stated that the water at the beaches was dangerous to bathers. The power to close those beaches was in the hands of a city official. Yet he was not furnished with a copy of this report prior or subsequent to its release to the press!

A day or so later the expert admitted that, although the water was dangerous, it was not sufficiently so in his estimation to warrant closing the beaches. This rather important and obvious question was not asked of their expert by the press.

When the final report of the expert was released for publication it was simultaneously placed in the hands of the city manager. This was the first official notice he had received that such an investigation had been in progress for eight months.

In view of the surprising and unusual fashion in which he had been treated, Mr. Story showed commendable restraint in consenting to meet the supervisors at their convenience and in a place chosen by them, and to take considerable trouble to explain to them the steps the city is taking to meet the sewage problem. Not only did he do this, but with a good humored tolerance, the lack of which might well have been excused in the circumstances, he permitted the chairman and attorney of the committee to question him and cross question him.

The entire proceeding since its inception early last Winter has been so unusual, the lack of any attempt at co-operation with the city so marked, the circumstances surrounding the issuing of the preliminary report and the moment chosen so peculiar, that grave doubt as to the motive back of the entire investigation seems fully justified.

As The Times-Union has already pointed out, it is most unfortunate, in a question which concerns the public health and purse, for officials to follow any course other than one which gives the people full assurance that only the public interest is being con-

NEED FOR BROAD ST. SURVEY --GOOD CITY PLANNING

Appraisal of Property in Advance of Public Improvements Is Held Vital in Proper Working Out of City Planning—Municipality Thus Can Save Millions.

Progress under City Planning where it is necessary to take private property, is usually difficult and expensive because of the high cost the city is forced to pay in getting the property needed. In many instances cities are forced to pay two and three times the actual value for certain properties.

The one best method for making progress under City Planning and the one and only known way of protecting the city in matters of this kind is to have all proposed public improvements appraised by an organization like the Real Estate Board when first considered and, if possible, even before public knowledge.

In any event to have the appraisal made as far in advance of action as possible.

All such appraisals should include the appraisal of adequate "key" properties on the outside of the area of the improvement. This method including the appraisal of "key" properties is the best known means for preventing speculation and unfair manipulation of values ahead of city action.

It later on, for illustration, "key" property on say the north has gone up only 10 per cent. and "key" property on the south has gone up only 20 per cent. It will be impossible to force the city to pay 150 per cent. or 200 per cent. for the property needed. If the city will adopt this policy of making appraisals ahead of action, it will ultimately save millions of dollars.

This policy will be most effective where it is not planned to carry out the proposed improvement for some years. In that case a second appraisal, checked and held down by the first appraisal, may be necessary but the cost of the original appraisal will be very cheap insurance against speculation and manipulation ahead of city action. It will cost only about one-tenth of one per cent.

This policy alone constitutes a sound and valid justification for the survey and appraisal of the Broad Street Extension. There are, however, many other sound reasons justifying approval of the Broad Street Survey.—Advertisement.

OFFERS SERVICES TO CITY LETTER TO MAYOR WILSON

New Plan For Broad Street Extension Possible—Will Reduce Cost To City And Make Financing Easier—Experts Officially Limit Appraisals Costs Including "Key" Appraisals.

The Real Estate Board of Rochester in a letter to Mayor J. C. Wilson officially states it will guarantee that cost for appraisal of Broad Street Extension shall not be in excess of \$10,000 for all property appraised. This includes appraisal of all necessary "key" properties. Mayor Wilson is Chairman of the Finance Committee of the Council, which has under consideration the proposal for the survey of Broad Street. This Committee has not as yet made any report.

The experts also tell of a new plan for the Broad Street Extension which will decidedly reduce the amount needed to put through the street and increase materially the amount that can be covered by direct assessments against the private property benefited. The letter to Mayor Wilson follows:

"A statement has been made that under the ordinance authorizing \$15,000 for a survey and appraisal of the Broad Street Extension, the City would not secure an appraisal of the 'key' properties on the outside that should be included. We write you this letter to make this matter very clear."

The object of the ordinance as outlined by City Manager Story last September was to provide:

1—For surveys, plans, maps, study of alternate methods of procedure, etc., and

2—For a detail appraisal of all the properties involved.

Clearly various things are involved. (a) It is known and has been known for sometime that the detail appraisal would not cost the City over \$10,000 in total and

(b) That there was being provided under the ordinance \$5,000 or over for the engineering features.

As regards the detail appraisal of the properties involved, please realize that this is really essential in order to determine how far it is advisable and necessary to use excessive condemnation and how far and in what manner the cost of the extension can be met by assessments against the property benefited. It is needed to make a final plan and method of procedure.

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CITY PLAN ACTION ASKED BY STORY

MANAGER TAKES POSITIVE STEP TO REALIZE PROJECT

Defines Scope of Enterprise, Asking
Civic Bodies To Join in Taking It
Out of Realm of Discussion

"It is better for us to begin our planning and utilize the material which is already at hand, rather than to go out to some outside expert and buy a ready-made city plan prepared by people who know very little about the City of Rochester," is a significant part of Mr. Story's statement.

Here is where Edwin A. Fisher, former city engineer, becomes an invaluable ally. Mr. Fisher has devoted much of the last 20 years to preparation and formulation of elements of city planning, and Mr. Story pays tribute to his keen interest in the orderly and efficient progress of Rochester under the most up-to-date standards of city planning.

Mr. Fisher is particularly interested, along with other phases of the plan, with flood prevention, and Mr. Story indicates the valuable assistance that can be rendered on this point, as well as on other matters, by Mr. Fisher.

The appointment of a financial advisory committee will probably be made next week. Mr. Story has the consent of four of the five members, among whom is Edward A. Hahleib, chairman of the Council of the City Plan. The Council is to be representative of a group of prominent citizens and organizations in Rochester who are interested in the preparation of a city plan, and it will bring in closer contact the City Planning Commission and the citizens in connection with the program for evolving a plan.

This plan is intended to look into the future and anticipate Rochester's needs, as they may be judged on a policy of service impartially to the community and in the best interests of the entire city.

The Financial Advisory Committee is looked upon as an important adjunct to the City Planning Commission in the development of the city plan, says Mr. Story, who takes the position that it is impracticable and virtually impossible for a city plan to be worked out without a financial program. He believes, conversely, that a financial program is of no avail without a city plan. This co-ordination of activity of the two groups is of first importance, he says, and to initiate definite action.

Harbor Board To Co-operate

Another factor in the program Mr. Story's program is elaborated in the Harbor Advisory Board, in its scope; but as he points out, it brings into action all of the agencies in Rochester directly or indirectly interested in city planning in the City Charter places upon the City Planning Commission the responsibility for the preparation of the city plan. This commission, made up of J. F. Warner, Edward Waterhouse, C. Miner, Howard C. Ruppel, and Frank Frey, will lend their efforts to the plan, Commissioner Story believes that it is an honor, according to Mr. Story's position to place heavy responsibility, will free himself, as he believes, as is consistent with good public spirit and busy city.

Ad Given City Planners

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GENERAL CITY PLAN AND PROGRAM BEING DEVELOPED

Survey of Bridges and Broad Street—Important Contributions—Necessary and Essential to Development of General Plan and Program. Needed for Intelligent Consideration. Will Promote Prompt and Wise Decisions.

Mr. Story on the City Plan
City Manager Story's statement on the city plan, which appeared in this newspaper yesterday, performs a great service for the plan itself and the public understanding of it. Discussion of the city plan, although much in the air, was in peril of lapsing into a series of catch words or into a vague generalization without much meaning. City Manager Story's statement is a vigorous avowal to the city that the city plan is alive and growing, he tells clearly just what the plan means and how it should function. He gives a prospectus of the plan in the language of dates, names and places.

Two questions, it seems to us, have arisen in the public mind about the city plan in spite of all that has been written about it. One question is: What does the city plan mean to the city? The other is: What will it cost? The vague discussions which have often been heard on the subject, the tendency to criticize the plan as "impracticable" or "idealistic" or "too far in the future" indicate that many persons have not yet grasped the relation of the city plan to the plain needs and interests of Rochester as it is today.

City Manager Story clears up these misunderstandings. He shows that the city plan does not mean merely the Civic Center feature, with handsome buildings rising from the river bed, but that it means a municipal policy, a method of growth, a system of financing, a course of conduct.

Mr. Story suggests that there may have been a purpose behind the obscurity which has marked the development of the city plan, because the plan was too big for the city to grasp all at once. If there was such a purpose, its need no longer exists, and the plan's best interests are served by complete frankness. There should be first, Mr. Story thinks, a master plan, comprehending the layout of major thoroughfares, the civic center, the parks, the boulevards connecting them, the bridges, the aviation fields, the railroad stations, the subways and other major items.

Then there should be a secondary plan, providing for minor street extensions, new schools, new playgrounds and so on. That is to say, the city plan is not concerned with visionary ideals of a perfect city; it is concerned directly with needs that exist today.

The financial aspect of the city plan is to be entrusted to a Financial Advisory Board. To develop the plan without a clear knowledge of what it will entail financially, would of course be unthinkable. A consideration of year to year expenditures, as Mr. Story says, is the first element in the plan.

The plan, by its nature, will extend over a long period of years; no person now alive in Rochester is likely to see the completion even of such projects as are now under consideration. There is the great problem of flood prevention, there is the future of the lake harbor, there is the ever present possibility of new mechanical inventions arising to make present plans obsolete over night.

But the actual machinery of the plan may safely be left to the City Planning Commission, to the Financial Advisory Board, to the City Planning Consultant, suggested by Mr. Story, to the various committees and groups that may be necessary to handle new problems. Mr. Story describes this machinery and its possible ramifications in some detail.

The important point that is made quite palpable all through the statement is that the city plan means simply systematic improvement—better streets, better pavements, handsomer buildings, better schools, more playgrounds—and that it means common sense spending, with a long look ahead to aid in the practical marking off of year by year expenditures.

Development of a General City Plan means, first, study and decisions on particular problems. Broad Street is one particular. Bridges are other particular problems. The City has recently and wisely authorized a survey of the bridges. This will materially hasten our getting a General Plan.

To say "we must wait for the General Plan and program" before we study a particular proposal is to deny the only method of getting a General Plan and Program. A City Plan has to be made up by studying specific proposals like Broad Street, reaching decisions as to their wisdom and cost and, if found desirable, then fitting them into the General Plan.

A City Plan does not come from wishing for it or by dealing in generalities. It comes from facing particular problems and in studying them carefully and thoroughly.

A General City Plan can not be made complete at one stroke. It has to be built up gradually—step by step—and that takes time. While a General City Plan is being completed, intensive and careful study should be devoted to the known and assured parts of the City Plan. This both to assure thorough consideration and then prompt decisions in the formulation of a Financial Program.

NOT AN ISOLATED PROBLEM
Broad Street is not an isolated problem. It is on the contrary the most certain factor and the most important factor in any General Plan. Therefore, the best procedure for developing a General Plan is to prepare the needed maps and plans for Broad Street. Also to determine the alternate methods and best method for procedure. The Survey is to provide for that and also for an appraisal of cost, for the guidance of the Finance Board.

Broad Street Extension is connected with the heart of the Civic Center and the Broad Street Extension is in itself an essential prerequisite to any Civic Center development. Therefore, the Survey of Broad Street will contribute to the development of the Civic Center Plan. Indeed, survey and study of Broad Street will positively be found to involve the Civic Center problem in several important particulars.

Broad Street and the Civic Center are the very "hub" and central features of any adequate General Plan. They constitute the corner stones on which a General Plan should be developed. The best way to develop the General Plan is to start at the center and to study the most important things first.

FINANCIAL PROGRAM BOARD
City Manager Story has recommended and the Council has ap-

proved, the creation of a Financial Program Board. The City should in such a complete, proper and business-like condition that they can be intelligently and promptly considered. To do this regarding Broad Street, requires a survey and appraisal.

The extension of Broad Street is of such great magnitude that it should have most careful study from all angles and serious consideration in the light of all information obtainable. Proper consideration of Broad Street can not be and will not be given without a business-like presentation of surveys, plans, maps and detailed costs. Only through full presentation of all the facts can it be intelligently passed upon, favorably or otherwise. Only through very accurate calculations of cost and determination of methods for procedure can it wisely be fitted into a Financial Program.

WHY DELAY?
A General City Plan may involve 100 or 1,000 new suggestions and things to be considered. No Financial Board can possibly consider them all at one moment and formulate a sound and intelligent program. Obviously the assured factors and known facts of a General Plan should be considered while the General Plan is being developed. It is not business-like to delay everything by "waiting until the General Plan is completed."

THE IMMEDIATE QUESTION
The question at the moment is not as to the building of Broad Street but merely as to the one best means for producing all the facts and so that Broad Street can be intelligently considered.

The Survey of Broad Street is in all sincerity, urged as the best action and the most important action at the moment toward the development of a General Plan and Program. The Survey will hasten actions and decisions on many correlated matters and thus will hasten completion of the General Plan and Program.

REASONS FOR SURVEY
The Survey is needed for engineering surveys, for preparation of proper and adequate maps and for the study of alternate plans of procedure. It is needed to determine how far it is advisable or necessary to use excess condemnation and how far and in what manner the cost of the extension could be met by assessments against the property benefited. It is needed to reach a final decision as to the one best plan for procedure. It is also needed in order to reach a determination as to what the extension will really cost.

Why Broad Street Survey Will Hasten Development of General City Plan

1. The Broad Street Survey is a necessary step in the development of a General Plan.
2. The City really wants a General Plan and Program, therefore, the Council should approve the Survey of Broad Street because it is an essential prerequisite.
3. A General Plan and Program can not be formulated without all the facts that the Broad Street Survey will provide. Hence the survey is a necessary and vital step in formulating the General Plan and Program.
4. A survey of Broad Street may take six months or a year of time. Why should a Financial Board be required to wait six months to a year after completion of a General Plan before it can study Broad Street?
5. Nothing will contribute so effectively toward our getting a

General Plan and Program at an early date, as favorable action authorizing the Broad Street Survey at this time.

6. Broad Street must fit into the General Plan and for that reason a survey of and formulation of all the alternate plans and methods of procedure in connection with the Broad Street Extension are essential to progress.

7. Eventually and before the City can formulate a General Plan and Program, a Survey and Appraisal of Broad Street will positively and certainly have to be made. Therefore, why postpone and delay?

8. Why wait "until we have a General City Plan" to study the well known and vital parts of the plan? It only means ultimate and needless delay in getting the Plan and Program.

City Plan

In his statement regarding the city plan, City Manager Stephen B. Story shows that it is not limited to any one or two projects, however important, but covers definite study and co-ordination in point of time, place and financing of all major improvements.

This will call for careful investigation by the city officials and the public-spirited citizens who have been asked to work with them in drawing up the plan.

It is encouraging to see that the city administration takes such a wide view of the question and is moving toward working out a plan which shall prove a satisfactory guide for capital expenditures.

All Bureaus Will Assist In Work Of Drafting City Plan

Project Will Be Directed by Commission, Story Announces—Special Financial Advisory Committee to Be Named by Manager—Expert Will Assist.

By PAUL BENTON
Rochester is to have a city plan which will take into consideration the need of various projects and the ability of the city to finance them.

Helter-skelter improvements are to give way to a carefully considered program of major and minor construction, the result of co-operation between a number of different agencies and experts.

The outline of this plan was presented by City Manager Story to a group of city officials and private citizens, distinguished for their interest in city planning, at a dinner at Mr. Story's home last Wednesday night. The details were made public Saturday.

Baker In Charge
The primary responsibility for the city plan will be in the hands of the City Planning Commission, Mr. Story believes, that the city should in no sense dodge responsibility in the matter. Co-operating with this body will be city departments and bureaus, the Harbor Advisory Commission, the Financial Advisory Committee, the Council of the City Plan, and an expert consultant from without the city. The efforts of these bodies are to be co-ordinated by Commissioner of Public Works Harold W. Baker.

Mr. Story Wednesday night read a prepared paper on the subject of the city plan to his guests, who endorsed it. On Friday afternoon the matter was laid before the City Council in an informal session in Mr. Story's office. The project was accorded the approval of the Council group.

The city manager pointed out that his plan brings into action all the groups in the city interested in a long term program for capital improvements of all sorts and yet leaves the definite responsibility for the plan—where it has been placed by the city manager character—on the shoulders of the City Planning Commission. This body is composed of J. Foster Warner, Edward G. Miner, Howard G. Rupert, Frank Frey, and John Fulreader and serves without compensation.

To Name Committee Soon
That the commission may devote virtually all its time to the plan, Mr. Story plans to turn over most of the routine duties it now has to a committee composed of John L. Howe, director of design and construction; Arthur L. Vedder, secretary of the planning commission, and a representative of the Corporation Counsel's office.

It is expected that Mr. Story this week will name a financial advisory committee. It is known that four of the five men asked to serve on this body have accepted. The work of this body is implied in its name. This committee will work in close contact with the Council for the City Plan, which already has been in action for several months and with the Harbor Commission, recently appointed. All of these committees will serve without compensation.

Mr. Story's theory is that the plan while not overlooking the possibility of obtaining valuable advice from without the city, should be chiefly the creation of Rochester residents.

"It is better for us," he told his guests Wednesday night, "to begin our planning and utilize the material which is already at hand, rather than to go out to some outside expert and buy a ready-made city plan prepared by people who know little about the City of Rochester."

The city plan, in Mr. Story's view, should include such general headings as major thoroughfares, civic

CITY MORALLY OBLIGATED IN BROAD STREET MATTER

The City Has Moral, if not Legal, Obligations in the Matter of Broad Street. "A Man's Word Should Be as Good as His Bond"—So of a City.

Over a year ago in accordance with the strong wishes of the Official City Planning Board, composed of Mr. James Sibley Watson, Frank W. Lovejoy, Harper Sibley, Eaten A. Fletcher, Corporation Counsel Clarence M. Platt and Herbert W. Pierce, the City legally and officially authorized the construction of Broad Street from William Street to South Union Street. This act was unanimously approved by the Common Council and officially approved by Mayor O'Neil.

Nothing has as yet been done, although it is about the only old legislation not yet carried out by City Manager Story and this Administration. However, the delay thus far is entirely reasonable because this Administration had about \$4,000,000 of older local improvement ordinance to handle first.

A street from William Street to South Union is fully justified by good City Planning, entirely irrespective of the Broad Street Extension and whether any other section of Broad Street is ever built. It would mean a straight street from Chestnut to Alexander. Then by a further and additional expenditure of not over \$40,000 by the City, the Park Avenue Street cars

could travel over double tracks and in a straight line from Chestnut to Alexander. Ten thousand people per day pay to ride on this line. The street officially authorized to be constructed would save the 10,000 passengers minutes of time every day.

The City can and should proceed to build a street from William to South Union in accordance with the official actions of November 1927. It is obligated to do so and is fully justified in so doing on its merits, standing alone and irrespective of anything and everything else.

The City, because of the assurances given to thousands by its previous official actions, is also obligated to give now the entire Broad Street Extension the most careful thought and study. The Broad Street Survey is absolutely necessary for intelligent and adequate consideration.

Many other actions and promises have committed and obligated the City in the matter of extending Broad Street and certainly so to the extent of justifying proper and adequate consideration at this time.—Advertisement.

NEED FOR BROAD ST. SURVEY ---GOOD CITY PLANNING

Appraisal of Property in Advance of Public Improvements Is Held Vital in Proper Working Out of City Planning—Municipality Thus Can Save Millions.

Progress under City Planning, where it is necessary to take private property, is usually difficult and expensive because of the high cost the city is forced to pay in getting the property needed. In many instances cities are forced to pay two and three times the actual value for certain properties.

The one best method for making progress under City Planning and the one and only known way of protecting the city in matters of this kind is to have all proposed public improvements appraised by an organization like the Real Estate Board when first considered and, if possible, even before public appraisal. In any event to have the appraisal made as far in advance of action as possible.

All such appraisals should include the appraisal of adequate "key" properties on the outside of the area of the improvement. This method including the appraisal of adequate "key" properties on the outside of the area of the improvement, appraisal of "key" properties is the best known means for preventing speculation and unfair manipulation of values ahead of city action. If later on, for illustration, "key" property on say the north has gone up only 10 per cent, and "key" property on the south has gone up only 20 per cent, it will be impossible to force the city to pay 150 per cent, or 200 per cent, for the property needed. If the city will adopt this policy of making appraisals ahead of action, it will ultimately save millions of dollars.

This policy will be most effective where it is not planned to carry out the proposed improvement for some years. In that case a second appraisal, checked and held down by the first appraisal, may be necessary but the cost of the original appraisal will be very cheap insurance against speculation and manipulation ahead of city action. It will cost only about one-tenth of one-per cent.

This policy alone constitutes a sound and valid justification for the survey and appraisal of the Broad Street Extension. There are, however, many other sound reasons justifying approval of the Broad Street Survey.—Advertisement.

Central Library of Rochester and Monroe County Historic Scrapbooks Collection

Broad Street School

Children Earning Christmas Money Victims of Flames Which Ravage Building

Carleersville, Ga., Dec. 24.—(AP)—Death today claimed three children who were earning Christmas money by selling

GIVES FOUR REASONS FOR DISAPPROVAL

Says Extension Should Be Viewed as Part of City Plan

THINKS PRESENT DATA SUFFICIENT

At Goodwin's Request, Council Defers Vote to Next Meeting

By HIRAM MARKS

An adverse report on the resolution of Councilman Harry C. Goodwin, authorizing an appropriation of \$15,000 for a survey and appraisal of the cost of extending Broad Street eastward, was presented to the City Council yesterday afternoon by the finance committee. The report was signed by all three members of the committee, Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, and Councilman Edward P. Flynn.

Action Deferred

Upon the motion of Councilman Goodwin, action was deferred on the ordinance until the next session of the Council. A letter was received from Councilman William S. Durman outlining his views as favoring the ordinance, and also opposing the ordinance removing the newsstands from the streets. The ordinance did not come before the Council, as the law committee has not made its report.

Councilman Goodwin said that because of Councilman Durman's illness there should be no postponement for a week on the Broad Street resolution and Vice-Mayor Adler, who presented the Finance Committee report, seconded the motion for an adjournment, in the expectation that Mr. Durman will be able to attend the next session of the Council, which will take place at 2 o'clock next Monday afternoon.

Four Adverse Reasons

Four reasons are outlined by the finance committee for making its adverse report. First that maps and plans and estimates now available are generally accurate. Second, the appraisal as made by the Real Estate Board was "of doubtful value because of the fact that it was made by a board of men who will elapse before the improvement will be put through." Third, that Broad Street is not a separate problem, but is associated with the city plan. Fourth, that the charge of the city at large for a local improvement establishes a precedent that may prove embarrassing later.

The finance committee report follows: "Four reasons are outlined by the finance committee for making its adverse report. First that maps and plans and estimates now available are generally accurate. Second, the appraisal as made by the Real Estate Board was 'of doubtful value because of the fact that it was made by a board of men who will elapse before the improvement will be put through.' Third, that Broad Street is not a separate problem, but is associated with the city plan. Fourth, that the charge of the city at large for a local improvement establishes a precedent that may prove embarrassing later."

Your committee is opposed to the ordinance for the following reasons: First, the City Planning Commission and the City Engineer have been studying the problem for many years. They have prepared maps and plans in great detail and have made

I do think that the stands should be regulated to a uniform size, and that the newsboys should be licensed.

Merchants Oppose Survey

A communication from the Main Street East Improvement Association, signed by John L. Keenan, John G. Elbe, and Louis P. Stupp, opposing the \$15,000 appropriation, is as follows: "Referring to the proposed ordinance for the expenditure of \$15,000 for a survey in connection with the extension of Broad Street, we respectfully request that the City Council withhold its approval. It is our understanding that City Council has given its approval to the ordinance for the purpose of the survey."

The ordinance therefore provides for the expenditure of \$15,000, and is assessed on all of the taxpayers of Rochester. The Main Street East Improvement Association is therefore opposed to this ordinance and protests against its passage.

NEEDS TOLD IN LETTER TO CITY COUNCIL

Part of Two-Year Plan Calling for Total of \$3,735,000

EARLY ACTION ON REQUEST DESIRED

Several Schools Cited as in Urgent Need of Immediate Relief

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(Pascagoula) Johnson arrived aboard the President Wilson from San Francisco today en route to India for a month's tour there in the interests of the World League Against Alcoholism. En route he will make a fortnight's stop at the Philippine Islands in an attempt to enlist the island's league membership. "Two blood in my eye," he said, "The Philippines must be lined up and play in at least seven of the schools where this is now entirely inadvisable or nonexistent."

Washington Junior High School site, addition, \$75,000.

The Board of Education finds that it will be necessary to finance the purchase of additional land at Washington Junior High School out of bonds, rather than out of the present tax levy, as had been planned earlier this year.

Architects' and engineers' fees \$130,000.

In order that plans may be drawn for the building and construction described immediately above, and that the architects and engineers may receive compensation in connection with the construction of the Benjamin Franklin High School, it is necessary to make this request, as such provision is not included in the current expense budget for 1929, as finally approved.

Grand total \$2,095,000.

The early consideration of this request will be very greatly appreciated, as it will make possible better and more economical planning throughout, and continuance of engineering and architectural services without interruption.

Jefferson Junior High School, addition, \$300,000.

This addition will provide suitable health education facilities and space for a cafeteria. It is the plan to add to the new addition to afford relief to School No. 28, in addition to that afforded by the construction of School No. 32.

Elementary School No. 46, \$200,000.

The building of this school will give relief to School No. 28, in addition to that afforded by the construction of School No. 32.

Sites, additions, \$100,000.

Addition to school sites to provide sufficient space for health education

Resume of Business Which Came Before City Council

Major items before the City Council yesterday afternoon were: Received a report from the Finance Committee recommending adverse action on the resolution appropriating \$15,000 for a survey and appraisal of Broad Street extension. Action on the resolution was deferred to next Monday.

Seek Expert Reynolds Committee Urges Su

of Three Possible Institution

Expert opinion is sought by a special committee of the Reynolds Library to the most advantageous method of continuing the work of the institution in the interest of the citizens of Rochester. The subject has been under consideration for more than a year and three possible courses of action are outlined to a committee of the City Council by George A. Carnahan, who reports on the action of the special committee of the library, of which Herbert J. Winn is chairman.

Mr. Carnahan, in a letter to Vice-Mayor Isaac Adler, points out that the Reynolds Library Board seeks further information as to whether the greatest benefit will come to the city of Rochester through an association with the University of Rochester, or the continuance of the library under independent existence at present.

U. R. Merger Considered

The subject became of foremost importance when the suggestion was put forth to associate the Reynolds Library with the University of Rochester and there was a sharp division of opinion regarding it.

Following is Mr. Carnahan's letter to Vice-Mayor Adler:

Letter of Carnahan

The special committee of the Reynolds Library, of which Mr. Winn was chairman, has made its report to the City Council. It is somewhat extended and somewhat meager, but it is a report of a committee which has been working for some time on the subject of the Reynolds Library.

The committee has been working on the subject of the Reynolds Library, and has made its report to the City Council. It is somewhat extended and somewhat meager, but it is a report of a committee which has been working for some time on the subject of the Reynolds Library.

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Library's Letter to Councilmen-Elect, November, 1927

The trustees of Reynolds Library have authorized the following statement to be made to you as a councilman-elect of the City of Rochester, which statement is made with the knowledge and approval of the trustees of the University of Rochester. There has been much public discussion of the proposal of Reynolds Library to combine its collection with the library of the University of Rochester. On Aug. 17 last, and on Oct. 23 last, authorized statements were published, giving the reasons which prompted the proposal.

The City of Rochester has once decided, for reasons obviously valid, which arose out of the constitutional limitation of municipal indebtedness, to enter into a definitive agreement with Reynolds Library, nor is the recent suggestion of use by the City for building purposes of the so-called Randall Memorial Fund a new one. In attempting to negotiate a contract with the city about two years ago, it was proposed by the representative of the Reynolds Library that the City should acquire the library and its collection, and should maintain and operate it as a public reference library.

(7) The Reynolds Library shall retain its present name, and shall be a part of the City of Rochester. (8) The Reynolds Library shall be a public reference library, and shall be maintained and operated as such. (9) The Reynolds Library shall be a part of the City of Rochester, and shall be maintained and operated as such. (10) The Reynolds Library shall be a part of the City of Rochester, and shall be maintained and operated as such.

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Library Board Adopted 9, 1928

ard of trustees of the Library on Jan. 9, 1928, and adopted the following resolutions, accepting in full the recommendations of the Reynolds Library Board, and authorizing the City of Rochester to acquire the library and its collection, and to maintain and operate it as a public reference library.

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98 STORY NAMES 5 TO ADVISE CITY ON IMPROVEMENTS

City Manager Story today advanced his city plan campaign another step by appointing five distinguished citizens to a Financial Advisory Committee, which will recommend municipal improvements in the order of their importance, consistently with the city's ability to pay in the next five years.

The committee, which will serve without pay, follows:
George Clune, No. 590 Mt. Hope Avenue, former treasurer of the Buffalo, Rochester and Pittsburgh Coal and Iron Company.
Kendall B. Castle, No. 22 East Boulevard, attorney.
Edward A. Halbleit, No. 3750 Lake Avenue, vice president and general manager of the North East Electric Company.
Leroy E. Snyder, No. 241 Barrington Street, editorial counsel of the Rochester Times-Union.
Raymond N. Ball, No. 202 Vassar Street, comptroller of the University of Rochester.

The committee will elect its own chairman, Mr. Story said. PREPARE STATEMENT
Mr. Story and Comptroller Higgins are to prepare a statement of just what money will be available the next five years for improvements.

Before such a statement is possible, the soundness of certain bonds the city would issue, under the state constitutional amendment of 1927, must be determined.

This committee will serve as counsel to the City Planning Commission in its preparation of the city plan, Mr. Story said. Its duties will be strictly to present projects in the order of their importance to the growth of the city.

Mr. Story said everything, including the proposed new bridges, Broad Street extension, boulevard developments and the like would be considered, once a financial statement is available as to just what money the comptroller will have in the next five years, and the Public

Let's have a WORKING PLAN Real City Improvements, Not Mere Drawings and Reports, Wanted for Rochester.

Action by City Manager Story to obtain a city plan for Rochester, which will prepare the way for every contemplated public improvement, with design and location determined, should leave to uncertainty only the TIME when work on any of them will start.

Developed in co-ordination with a financial plan, it should simplify the process of determining which improvements are most urgently required to be made first, while the former will simplify the problem of financing.

The city plan should show all the improvements the city needs; the financial plan should show all the money that will be available for them in the next ten years.

And possession of these facts would be of the greatest value if the work is to go forward in regular order, as it should. But in his address Mr. Story made these statements:

"The plan will take years to carry into effect. None of us may live to see the day when the last item of it is carried out, but at least we should set up a plan so that whatever is done may be consistent with it.

"The plan may be to some extent a matter of fiction, but as long as the public knows that there is a plan, and as long as it is taught to respect the plan, the community will be on solid ground."

Everyone who is at all familiar with the history of city planning in Rochester knows there always has been too much FICTION on this subject.

If we are to have a city plan, let us make it with the idea of some day carrying it out, and as early as possible.

In case we are only to indulge in more pleasant dreams such as this Wilgus plan, it would not be worth the time that will be devoted to it.

Working For Central Library

The report of the public welfare committee of the City Council shows that negotiations are still under way with the trustees of the Reynolds Library, looking toward combination of the resources of that foundation and those of the Rochester Public Library with a view to establishing a central reference library.

It is obviously unsatisfactory to build up two libraries of this character when such a combination would give a much more satisfactory and useful collection.

The trustees of the Rochester Public Library recommend giving the Reynolds Library control of the proposed combined reference library. They further recommend that the city bear the expense of administration, so that the entire income of the Reynolds foundation can be devoted to purchase of books.

While full realization of the plan for the combined reference library calls for erection of a building for the purpose on a suitable site, it would be possible to begin at once working along lines which would avoid duplication in purchases and make the money spent for books cover as wide a field as possible.

This emphasis on the books themselves is well placed. The committee recommends obtaining the services of a library expert to work out co-ordination at once.

For the Reynolds trustees the building question has long been acute. They were confronted by a situation in which provision for a new building would make a heavy drain on funds which should be used for buying the books to equip it for service.

In the circumstances they have been ready to consider an arrangement with the city or with the University of Rochester which would solve their building problem.

Mr. Hoover's Latin American

Editor, Rochester Journal:

As a frequent visitor to Rochester over a long period of years, I have been quite interested in your local experiment in municipal management. It has been my impression that such a system would develop men of vision, who could devote their time and energies to planning big things for the community; whose activities would be unhampered by petty, partisan viewpoints.

I have been greatly disillusioned upon reading your newspapers during the past few days, and really quite saddened at the pitiful spectacle of all the great minds of your local City Council so solemnly debating the momentous question of abolishing the street newsstands along your chief thoroughfare!

What a weighty and important measure to be taking up the valuable time of the city solons! How proud all Rochesterians must feel of their municipal guardians of civic propriety! What a paragon among cities this must be when Councilman Goodwin can find nothing of more importance to the welfare of the community to lavish his undivided talents upon than the elimination of a very necessary public convenience!

Perhaps if the local newsboys would see to it at once that all newsstands were painted a beautiful robin's egg blue, with dress suits and opera hats for all the news vendors and potted plants installed on all stands, Mr. Goodwin's idea of the city beautiful would be approximated.

The City Beautiful at the expense of the City Convenient! What price vanity!

I would suggest that if Councilman Goodwin wants to do something really big—let him await the coming of Spring and the circus; then he himself out to the big top and try washing an elephant!

Personally, in future I propose to make my overnight stops in this section at some really big town nearby; Le Roy, for instance, or Caledonia, Rochester is really becoming too provincial.

F. E. SCHOFIELD, Powers Hotel.

FINANCIAL ADVISERS IN FINANCING

City Manager Appoints Five Who Will Counsel with Planning Commission

TO WORK OUT PROGRAM Will Begin Duties as Soon as Statement of Debt Limit Is Available

By HIRAM MARKS

The personnel of the Financial Advisory Committee, which will act in counsel with the City Planning Commission, in the preparation of a city plan and a financial program was announced yesterday by City Manager Stephen B. Story.

The committee is made up of George H. Clune, former treasurer of the Buffalo, Rochester & Pittsburgh Coal Company; Edward A. Halbleit, vice-president and general manager of the North East Electric Company; Leroy E. Snyder, assistant to the publisher of The Gazette Newspapers; Kendall B. Castle, attorney; and Raymond N. Ball, treasurer of the University of Rochester.

TO SERVE WITHOUT COMPENSATION

The five men on the committee, all of whom have taken active parts in Rochester affairs, will serve without compensation in the preparation of a financial program that will take cognizance of the city's ability to finance all major and secondary projects regarded as essential to progress of the city plan over a period of years. Mr. Story said that the citizens of Rochester are fortunate to have such public spirited men assume the heavy responsibilities of working out a financial plan, and he said that this applies equally with regard to the members of the City Planning Commission, which has the primary responsibility in the formulation of the city plan.

Settlement in favor of the preparation of a city plan has been crystallized recently through the initiative of City Manager Story, setting in conjunction with members of the City Council, and upon his recommendation the Council authorized the appointment of the Financial Advisory Committee. The selection of the personnel was made with great care by Mr. Story. The men chosen were acquainted with the large responsibility falling on them, and in the interest of Rochester's development they accepted the duties in behalf of the city.

Great Care Needed, Says Story
Rochester has great possibilities for development, and its steady progress in the past is to be continued, in the opinion of Mr. Story. He believes that it is to the advantage of the city to have an orderly and carefully considered plan for development, in which projects are taken up with reference to their importance to the entire city and in conjunction with work out a financial statement for the committee, based on present conditions and expectations for the next five years, and the financial statement of the committee will wait on this statement.

Mr. Higgins left last evening for New York to consult banking interests about the propriety of Rochester floating a bond issue of about \$2,000,000 early next year to fund a number of notes outstanding, and the preparation of his financial statement, also awaiting the results of conferences that Corporation Counsel Clarence M. Platt has had with Robert Reed, specialist in legal matters relating to bond issues, regarding the \$10,000,000 constitutional exemption Rochester received for local improvements. This constitutional amendment was ambiguous, and a number of details have to be worked out to protect the financial standing of the bonds that Rochester may issue against the exemption.

To Define Exemption Status

The policy of City Manager Story and Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, and Councilman Edward P. Flynn, members of the finance committee of the Council, is to iron out the legal complications before the exemption is used, and to proceed cautiously, rather than to make commitments that might later embarrass the city. As a consequence, Rochester has not availed itself of the \$10,000,000 exemption to the extent that it might, and is waiting until the legal aspects are completely cleared up. City Manager Story and Comptroller Higgins are in complete agreement with the finance committee that every precaution should be taken to protect the credit standing of Rochester, which is regarded as second to none among the municipalities of the country.

Mr. Story takes the position that a city plan is useless without a financial program, and a financial program is of no avail without a comprehensive plan. As the result, the work of the Financial Advisory Committee is closely related to that of the City Planning Commission, of which J. Foster Warner is chairman, and the other members of which are Howard Rupert, Edward G. Miner, John W. Fulcrader and Frank Frey. The executive functions of Harold W. Baker, commissioner of public works, are being so organized that he can take general charge of the work the city departments will do in co-operating in the preparation of the city plan. A tremendous burden falls on the administrative branch of the government, and Commissioner Baker will have charge of the activities essential to keeping the work moving.

To Name Harbor Board Soon

Appointment of a Harbor Advisory Board will be announced a few days by City Manager Story. This board also has a place in the arrangement from which the city plan will evolve. It will work in counsel also with the City Planning Commission, with special reference to the harbor problems, and it will decide whether the present harbor shall be developed further, whether Irondequoit Bay is to be considered, and in general treat with the subject of harbor development as related to the city plan. With the opening of the Welland Canal approaching and the agitation for a St. Lawrence ship canal permitting ocean-going vessels to ply in the Great Lakes, the harbor questions become a major element in the city plan, and will be treated specially by a personnel of men who will study the problem in conjunction with the City Planning Commission and the Financial Advisory Board.

Asks Public Support

The formulation of the city plan by the agencies suggested by Mr. Story has for its purpose the delivery into the future to consider what is best for Rochester over a period of years. Plans based on optimism and optimistic hopes for Rochester must be discarded, and in their place must be sober, conservative and sound judgment. It is pointed out, for upon the various public spirited citizens who have accepted the responsibilities, subject to the authorization of the City Council, will rest the decision for expenditure of millions of dollars in public funds so that Rochester progress and development may be sustained. The plan, it is declared, must be sufficiently elastic to make it possible to meet changes that may be regarded as necessary, but on the whole it must be essential to the needs of Rochester for the next decade or two. Confidence that such a plan can be formulated by the men who have undertaken the work is expressed by Mr. Story, who added that an enlightened and sustained public interest in their work will be most beneficial to their deliberations.

Must Stay at Central Point People of City Have Clearly Stated Their Wishes Regarding Reynolds Library.

Further information sought by the trustees of Reynolds Library regarding the most advantageous method of continuing its work for the best interests of the city shows they are fully cognizant of their responsibility to the trust reposed in them.

Expert opinion is sought to determine which one of these three courses should be adopted to carry out the wishes of the late Mortimer F. Reynolds in providing for the needs of this community:

To continue as an independent library in its present location.

To associate with the City of Rochester in a greater central library.

To associate with the University of Rochester in its Oak Hill library.

Expert opinion may be required to determine which course would be most advantageous, but it is NOT needed to decide whether the library should remain in a central location, whatever its association.

For that is the answer which was given clearly and emphatically by the people themselves when the proposal was made some time ago to move it to Oak Hill to be merged into the university library.

The people of the city, for whose benefit it was given and endowed, would like to see it greater than it is now, but they also would like to have it remain where they can use it.

And that would be in a central location, not on a college campus two miles from the center of the city.

Generally, the people would like to see the Reynolds Library, the Central Public Library and the Rundel fund owned by the city used as the nucleus of a great central library in the achievement of which the university might join.

Some legal technicalities would have to be removed and some concessions and compromises would have to be made, but—

It would result in a library which would be a credit to the city and the university and a splendid memorial to the philanthropists who have given to these funds.

APPRAISAL DIVIDES COUNCIL

With the odds apparently against a favorable vote on spending \$15,000 for an appraisal of land needed for extending Broad Street from South Avenue to Alexander Street, the most unusual division of the City Council since its organization was in prospect today for next Monday's meeting.

Then the council will vote on the adverse report of its Finance Committee. There are certain to be at least four members against the appraisal idea—Mayor Wilson and Councilmen Adler, Flynn and Penke.

The first three reported adverse as members of the Finance Committee, while Councilman Penke has intimated he was opposed to the whole extension scheme until the city could show finances equal to the project "without interfering with everything else."

GOODWIN TAKES LEAD

Councilman Goodwin was to lead the voting for the proposal, and for the first time since the council divided Reform vs. Republican organization, he was to have the support of Councilmen Duran and Mine of the organization, who have said they favored the appraisal. Mr. Goodwin may have the assistance of Councilman Guzzetta.

Doctor Guzzetta said today he would vote for the appraisal, provided its cost was not "to be wished on the city at large." He declared he would not vote for it unless the property to be benefited was to bear its cost. The ordinance puts the cost on the city at large.

Just where Councilman Foulkes would stand in doubt. In a close vote he was expected to hold the balance of power. He represents the South District in which it is proposed to make the extension.

FOULKES' STAND

There were times in the council's preliminary discussion of the proposal when Councilman Foulkes stood by Mr. Goodwin, but recently he has declared that if the advocates are "so hot for the appraisal" they should be willing to make it without charge against the city, especially as all concede it would provide an estimate only and not to determine a time for beginning the project.

Mr. Foulkes would not intimate what he would do in the voting. So far he has stood by Mayor Wilson and Councilmen Adler and Flynn. He does this time, the Broad Street extension appraisal ordinance will be defeated, with the Republican organization members and Councilman Goodwin alone voting for it.

Getting a City Plan

One of the principal reasons offered by the finance committee of the City Council for reporting adversely on the proposal to appropriate \$15,000 for a survey and appraisal of the proposed Broad Street extension is that no action should be taken until the City Plan has been drawn up.

This example brings out clearly the importance of having the City Plan completed at a reasonably early date.

City Manager Stephen B. Story recently outlined his views on preparation of a plan. He divided the work into a master plan covering the major projects and a series of secondary plans dealing with minor items. Closely linked with the City Plan would be a financial program for the city.

Under Mr. Story's scheme the major work on the plan will be under the supervision of the present City Planning Commission. They will have the assistance of Edwin A. Fisher, so long connected with the city's engineering work in a directing or advisory capacity, and of Arthur L. Vedder, the secretary of the commission.

Much work has already been done in compiling data and studying planning problems and, as Mr. Story indicates, Mr. Fisher knows more about it than anyone else. But Mr. Fisher would not himself undertake the responsibility of drawing up the City Plan.

It is proposed that one or more planning experts be invited to come to Rochester, look the city over, and give suggestions in connection with the plan. The consultant whose suggestions appeared most suitable would then be asked to send one of his assistants here to work on the plan. In addition, the Financial Advisory Board would work out a program of expenditures involving capital outlay for projects, to be completed in the order of their importance.

It will be seen that a good many agencies are to co-operate in drawing up the plan, but no one bears the responsibility. To meet this objection Mr. Story proposes that Harold W. Baker, commissioner of public works, shoulder the responsibility of seeing that these different individuals and organizations, including also the Harbor Advisory Board, all work together to produce the plan.

Mr. Baker is the head of a large city department. It is difficult to see how he can avoid giving a good deal of time to that work. The City Planning Commission is a volunteer body of citizens who have business and professional responsibilities of their own. The assistant from the consultant's office is evidently not expected to make any major decisions.

It is encouraging to see a city administration at last moving toward creation of a City Plan, but the method outlined rather smacks of erecting a building without an architect.

An architect is informed by the owner regarding the purpose of the structure and the financial limitations under which he must work. He is also ready to hear what persons who will direct departments or otherwise bear responsibility for the work carried in the building have to say. But in the end he draws up the plans and makes them fit the requirements. He knows how to do that work.

There are men who have learned by experience and study how to draw city plans. They expect to avail themselves of the knowledge and data accumulated by the engineers and administrators of the city which engages them. They expect to take financial limitations into consideration. Then they draw up a plan, based upon their general knowledge, as well as specific study.

It looks as if we could get better results if the actual job of drawing up the plan were placed definitely on the shoulders of some man who has made study of that work. Lacking that arrangement, the work of drawing up the plan is likely to lag and perhaps prove unsatisfactory in the end.

CIVIC CLUBS COUNCIL NAMES BARROWS HEAD

Organization Elects, Passes on Eligibility Question and Proper Use of Flag

Election of officers, a discussion of the eligibility of clubs to membership, and adoption of a resolution on the proper display of the American Flag by member clubs on appropriate occasions, featured the annual meeting of the Rochester Council of Civic Clubs at the Sagamore last night.

C. Storrs Barrows, representing in the council the Lions Club and the Rochester Engineering Society, was elected president. O. L. Angvine of the Rochester Engineering Society, who has been secretary-treasurer of the council since its inception three years ago, was re-elected. Mrs. Helen Probst Abbott, president of the Woman's City Club, was elected vice-president. The officers, with Charles R. Drake, retiring president, and two new members elected last night, Willard J. Smith of the Rotary Club and W. Devery Crittenden of the Shrine Club and Automobile Club of Rochester, are directors for the ensuing year.

Reiterates Eligibility Policy
The eligibility question was raised to decide whether clubs not strictly of a civic nature, like social clubs and university clubs, were logically entitled to membership in the council. The stand of the club taken at its inception was reiterated. That is that only those societies organized for propaganda purposes, or which represent sectional interests, were ineligible. It was decided that social clubs and university clubs are eligible.

Alfred Johns, chairman of the flag committee of the American Legion, wrote to urge the observance by clubs of rules governing the display of the American Flag. The council commended the proper use of the flag, and a resolution was adopted recommending that all member clubs have a flag custodian to see that the flag is displayed on all proper occasions, that its display be properly made, and that representative of the American Legion be requested to give the necessary instruction. George M. Clancy, American Legion Lunch Club representative, agreed to take up with the Legion the matter of assigning someone as instructor to the clubs.

Fifteen Clubs Represented
Clubs represented in the council, which is organized as a clearing house for all matters of mutual interest among the members, are American Legion Lunch Club, Automobile Club, City Club, Cornell Club, Gyro Club, Kiwanis Club, Lions Club, Real Estate Board, A. C. Club, Association of Credit Men, Engineering Society, Rotary Club, Shrine Lunch Club, Woman's City Club and Woman's Educational and Industrial Union.

Disfranchisement Faced Work Before City's Financial Advisory Committee Calls for Sound Judgment.

Announcement by City Manager Story of the personnel of the Financial Advisory Committee assures for the city the services of capable and resourceful men, experienced in important business affairs in the preparation of a financial program for Rochester in carrying out the city plan soon to be formulated.

Composed of Edward A. Halbleib, George H. Clune, Kendall B. Castle, LeRoy E. Snyder and Raymond N. Ball, the committee is pledged to a long and arduous task of heavy responsibility which requires wise, considered judgment, but for which there will be no compensation.

That is an example of public spirited service which deserves both commendation and support.

With an understanding of Rochester affairs and needs, the committee will ascertain what money the city will have available for public improvements in the next five years, and will develop a financial program providing for projects most required in the plan.

Working in conjunction with the City Planning Commission, it is expected decisions will be made regarding sections of the plan most urgently needed and the order of precedence to be followed if there is to be a minimum tax burden.

Special interest will urge priority for particular projects. But if these gentlemen perform their important duties as we are confident they are going to, they will give first consideration to the interests of the whole city.

If they will do that and a sensible plan is CARRIED OUT in orderly progression, a new era of prosperity will open here.

Market Plan County Need

City and Vicinity Deeply Concerned in Steps of Statewide Scope.

Deeply concerned in steps to be taken for a statewide marketing plan for the future, Rochester and the surrounding country have a more immediate concern in improvements which will make it possible NOW to obtain the fullest and most efficient use of the Rochester Public Market.

As Earl D. Merrill, manager of the Monroe County Farm Bureau, points out, it is the primary market for this section where the producer sells direct to the consumer or the jobber. But it is handicapped in functioning properly.

And this condition is costly for producer and consumer.

For instance, produce that arrives at the market in cars must be trucked across the market place to commission houses.

A spur track, recommended a year ago by George West in a report on a survey, would obviate that necessity and save money.

Facilities for refrigeration should be provided.

Farmers who bring produce to the market which is not sold in its first trip there, must truck it back home, to be returned later.

Facilities which aid the producers in attaining economy will help reduce the cost of living for the people of the city. It will benefit those who sell as well as those who buy.

City Planning and Finance

The new Financial Advisory Committee just appointed by City Manager Story and the City Planning Commission have an important task before them in formulating a financial program and accelerating the adoption of a city plan.

Agitation for a city plan has been carried on for several years; a plan, in order to be practical, must be co-ordinated with the city's financial resources. A plan will never be more than a plan if no consideration is given to the matter of financing it.

The two agencies mentioned have an opportunity such as seldom presents itself for creating a program of great value in connection with the city's future development. Their high standing in the community, activity in municipal affairs and familiarity with local needs and problems provide an admirable equipment for the work before them.

Realization of the fact that it lies within their power to do a fine piece of constructive work in shaping the future destiny of Rochester, so far as its physical aspects are concerned, furnishes all the incentive any body of public-minded citizens needs for such an undertaking.

They will expect, and should receive, intelligent co-operation and support from the general public. They can point the way, but they cannot accomplish anything of lasting value single-handed. Not one group only, but all the people have a responsibility for keeping Rochester abreast of the times, and making it increasingly attractive.

Capital Outlay Program

In connection with the proposals for working out a City Plan, City Manager Stephen B. Story has appointed a Financial Advisory Committee. Proper guidance for a program for capital outlays should be derived from a City Plan, and orderly execution of the plan demands a definite financial program.

This committee, which is to serve without compensation, consists of Raymond N. Ball, George H. Clune, Kendall B. Castle, Edward A. Halbleib and Leroy E. Snyder. All of these men have been active in civic affairs. They are regarded as men of energy and public spirit.

Their task is no easy one. They are expected to work out a program for capital outlay which will be in keeping with the city's financial resources and will commend itself to thinking citizens as being in the interest of the city as a whole.

With such a program at hand the city will be in a position to undertake important public improvements in their proper order and with due reference to getting adequate returns for money expended.

Slavin Park Commissioner

The quickest way to popularize the slogan, "Rochester Made Means Quality," is to give the world some evidence that we really believe in it ourselves. We have derived a measure of prosperity from the good name of "Rochester"; we feel it; the world sees it, and higher flocks the swarm of success-attending experts to help us enjoy our good fortune. Open in Rochester! Open thy salaried treasure to the men who will make you famous! Citizens, your choicest tidbits shall go to those who come to you as parasites, else you must meet the ridicule and censure of the universe, and therein be classed as "smug" and "provincial."—Thus, one by one our plums are picked—by outsiders.

One of the departments which has ably kept pace of Rochester's development through all the years is the Department of Parks. Under a series of competent heads Rochester received a new laurel, City of Parks. And now we are about to appoint a new commissioner; a man that will be a credit to such a glorious past. There is such a man among us—Patrick J. Slavin, a man, who in a lifetime of service has given his best at all times to a project he has nurtured with the love and regard of a father. What is the least we can do to show our appreciation for this whole-hearted and self-sacrificing work on our behalf? What is the reward for painstaking and constant service? Inconsideration? Then "Rochester Made" does not mean "Quality," and we are a bunch of dunderheads. Curious, though, that Rochester should be picked as a rich field by outside speculators.

Centuries ago, our Aryan forbears in their abandonment of the Cradle of the Human Race, were feverishly pressing on in a vain attempt to reach those "greener fields," which always seemed to lie just ahead. Around the evening

of the management of the Rochester park system? Shall we then trust its improvement and expansion to outside supervision? Probably we shall—but if we do, we are only human—and, it is human to err. At that, we would only try to improve the resources of the Genesee Valley; our ancestors were not even content with the Garden of Paradise.

ROCHESTERIAN
Rochester, Dec. 27, 1928.

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Comptroller Higgins intended to avail himself of a million and a quarter exempt borrowing power early next month, but after consulting bond attorneys in New York he has decided on advice of Corporation Counsel Platt not to issue the bonds.

In the meantime Mr. Platt has drafted an amendment to the home rule act and has submitted it to the Mayor's Conference in Albany. He hopes that the Rochester bill will be approved and made part of the conference's legislative program. The million and a quarter in bonds were to be sold to finance local improvements. Comptroller Higgins in addition intends to sell \$3,500,000 for other purposes when the market is right.

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approval of the City Manager," said again today he had not yet consulted Mr. Story on the subject.

Mr. Nier consulted Louis Laturau, secretary of the Civil Service Commission, this morning with regard to the reported expiration of the commission's certification of those eligible to the position.

He was informed, he said, that no certification of those eligible would be made until he asked for it and that when the certification was made it would be valid for 15 days. At the expiration of the 15 days a second and then a third certification would be made.

Getting a City Plan

One of the principal reasons offered by the finance committee of the City Council for reporting adversely on the proposal to appropriate \$15,000 for a survey and appraisal of the proposed Broad Street extension is that no action should be taken until the City Plan has been drawn up.

This example brings out clearly the importance of having the City Plan completed at a reasonably early date.

City Manager Stephen B. Story recently outlined his views on preparation of a plan. He divided the work into a master plan covering the major projects and a series of secondary plans dealing with minor items. Closely linked with the City Plan would be a financial program for the city.

Under Mr. Story's scheme the major work on the plan will be under the supervision of the present City Planning Commission. They will have the assistance of Edwin A. Fisher, so long connected with the city's engineering work in a directing or advisory capacity, and of Arthur L. Vedder, the secretary of the commission.

Much work has already been done in compiling data and studying planning problems and, as Mr. Story indicates, Mr. Fisher knows more about it than anyone else. But Mr. Fisher would not himself undertake the responsibility of drawing up the City Plan.

It is proposed that one or more planning experts be invited to come to Rochester, look the city over, and give suggestions in connection with the plan. The consultant whose suggestions appeared most suitable would then be asked to send one of his assistants here to work on the plan. In addition, the Financial Advisory Board would work out a program of expenditures involving capital outlay for projects, to be completed in the order of their importance.

It will be seen that a good many agencies are to co-operate in drawing up the plan, no one bears the responsibility. To meet objection Mr. Story proposes that Harold Baker, commissioner of public works, should shoulder the responsibility of seeing that these different individuals and organizations including also the Harbor Advisory Board, all work together to produce the plan.

Mr. Baker is the head of a large city department. It is difficult to see how he can avoid giving a good deal of time to that work. The City Planning Commission is a volunteer body of citizens who have business and professional responsibilities of their own. The assistant from the consultant's office is evidently not expected to make any major decisions.

It is encouraging to see a city administration at last moving toward creation of a City Plan, but the method outlined rather smacks of erecting a building without an architect.

An architect is informed by the owner regarding the purpose of the structure and the financial limitations under which he must work. He is also ready to hear what persons who will direct departments or otherwise bear responsibility for the work carried in the building have to say. But in the end he draws up the plans and makes them fit the requirements. He knows how to do that work.

There are men who have learned by experience and study how to draw city plans. They expect to avail themselves of the knowledge and data accumulated by the engineers and administrators of the city which engages them. They expect to take financial limitations into consideration. Then they draw up a plan, based upon their general knowledge, as well as specific study.

It looks as if we could get better results if the actual job of drawing up the plan were placed definitely on the shoulders of some man who has made study of that work. Lacking that arrangement, the work of drawing up the plan is likely to lag and perhaps prove unsatisfactory in the end.

CIVIC CLUBS COUNCIL NAMES BARROWS HEAD

Organization Elects, Passes on Eligibility Question and Proper Use of Flag

Election of officers, a discussion of the eligibility of clubs to membership, and adoption of a resolution on the proper display of the American Flag by member clubs on appropriate occasions, featured the annual meeting of the Rochester Council of Civic Clubs at The Sagamore last night.

C. Storrs Barrows, representing in the council the Lions Club and the Rochester Engineering Society, was elected president. O. L. Angvine of the Rochester Engineering Society, who has been secretary-treasurer of the council since its inception three years ago, was re-elected. Mrs. Helen Probst Abbott, president of the Woman's City Club, was elected vice-president. The officers, with Charles R. Drake, retiring president, and two new members elected last night, Willard J. Smith of the Rotary Club and W. Dewey Crittenden of the Shrine Club and Automobile Club of Rochester, are directors for the ensuing year.

Reiterates Eligibility Policy
The eligibility question was raised to decide whether clubs not strictly of a civic nature, like social clubs and university clubs, were logically entitled to membership in the council. The stand of the club taken at its inception was reiterated. That is, only those societies organized for the betterment of the community are eligible.

The council also passed a resolution on the proper display of the American Flag by member clubs on appropriate occasions. The resolution was adopted by a vote of 12 to 2. The council also passed a resolution on the proper use of the flag by member clubs on appropriate occasions. The resolution was adopted by a vote of 12 to 2.

Difficult Duties Faced Work Before City's Financial Advisory Committee Calls for Sound Judgment.

Announcement by City Manager Story of the personnel of the Financial Advisory Committee assures for the city the services of capable and resourceful men, experienced in important business affairs in the preparation of a financial program for Rochester in carrying out the city plan soon to be formulated.

Composed of Edward A. Halbleib, George H. Clune, Kendall B. Castle, LeRoy E. Snyder and Raymond N. Ball, the committee is pledged to a long and arduous task of heavy responsibility which requires wise, considered judgment, but for which there will be no compensation.

That is an example of public spirited service which deserves both commendation and support.

With an understanding of Rochester affairs and needs, the committee will ascertain what money the city will have available for public improvements in the next five years, and will develop a financial program providing for projects most required in the plan.

Working in conjunction with the City Planning Commission, it is expected decisions will be made regarding sections of the plan most urgently needed and the order of precedence to be followed if there is to be a minimum tax burden.

Special interest will urge priority for particular projects. But if these gentlemen perform their important duties as we are confident they are going to, they will give first consideration to the interests of the whole city.

If they will do that and a sensible plan is CARRIED OUT in orderly progression, a new era of prosperity will open here.

Market Plan County Need

City and Vicinity Deeply Concerned in Steps of Statewide Scope.

Deeply concerned in steps to be taken for a statewide marketing plan for the future, Rochester and the surrounding country have a more immediate concern in improvements which will make it possible NOW to obtain the fullest and most efficient use of the Rochester Public Market.

As Earl D. Merrill, manager of the Monroe County Farm Bureau, points out, it is the primary market for this section where the producer sells direct to the consumer or the jobber. But it is handicapped in functioning properly.

And this condition is costly for producer and consumer.

For instance, produce that arrives at the market in cars must be trucked across the market place to commission houses. A spur track, recommended a year ago by George West in a report on a survey, would obviate that necessity and save money.

Facilities for refrigeration should be provided. Farmers who bring produce to the market which is not sold in its first trip there, must truck it back home, to be returned later.

Facilities which aid the producers in attaining economy will help reduce the cost of living for the people of the city. It will benefit those who sell as well as those who buy.

City Planning and Finance

The new Financial Advisory Committee just appointed by City Manager Story and the City Planning Commission have an important task before them in formulating a financial program and accelerating the adoption of a city plan.

Agitation for a city plan has been carried on for several years; a plan, in order to be practical, must be co-ordinated with the city's financial resources. A plan will never be more than a plan if no consideration is given to the matter of financing it.

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For Naming Slavin Park Commissioner

Editor, Times-Union:

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He is a man who is

nurtured with the best of the city's traditions, and who has given his best at all times and in all places.

campfire, dissatisfied tribal elders planned further journeys for the morning; at dawn, anxious scouts eagerly scanned the horizon for traces of the Oasis of Life.

Are we perhaps dissatisfied with the management of the Rochester park system? Shall we then trust its improvement and expansion to outside supervision? Probably we shall. But if we do, we are only human—and, it is human to err. At that, we would only try to improve the resources of the Genesee Valley; our ancestors were not even content with the Garden of Paradise.

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CITY BOUND BY FORMER DEBT LIMIT

Home Rule Act Amendment Needed to Permit Use of \$10,000,000 Exemption

PLATT DRAFTS MEASURE

Local Improvements Bonds Held Up as Result of New York Conference

Without an amendment by the Legislature of the Home Rule act the debt limit amendment adopted by the people of the state in 1927 is not sufficient to give the City of Rochester a \$10,000,000 exemption from its debt limit.

City Corporation Counsel Clarence E. Higgins announced yesterday on his return from a conference with bond lawyers in New York City.

Comptroller Higgins had expected to avail himself of \$1,250,000 of the sum which the city had believed it could utilize for local improvements under the exemption last month, but after consultation with the New York attorneys, it is uncertain whether the proposed bonds will be issued at this time.

Believe Local Laws Invalidated Unless City Obtains Amendment to the Home Rule act, it is considered likely that the bonds will have to be included in the regular debt limit, 10 per cent.

CITY HAS REASON TO BE SATISFIED, SAYS VICE-MAYOR

Reviews Achievements Accomplished Since January 1, 1928

STORY CREDITED AS ACTIVE FORCE

Affairs Administered Free from Partisan Bias or Control

Each department of the municipal government has made a record for efficiency and economy and Rochester has every reason to be satisfied with its first year of city manager government, declared Vice-Mayor Isaac Adler in an address last evening before the Jewish Young Men's Association. Mr. Adler's subject was the "First Year of City Manager Government," and he gave a comprehensive review of the achievements of the first year of governmental administration under the city manager charter and the procedure provided by it. He said that City Manager Stephen B. Story has been the active force and the inspiration for much that has been done since Jan. 1.

"It is perhaps too early to appraise adequately the new city manager form of government, which went into effect Jan. 1, 1928, yet some results are measurably clear and I shall endeavor to point out a few of the outstanding accomplishments," said Mr. Adler.

Structural Changes

"First let me remind you of the structural changes which became effective at the beginning of the year.

"A council, composed of 24 representatives, chosen one from each ward, gave way to a council of 8, chosen 5 from the city at large, and 4 from the four large districts into which the city was divided.

"A mayor, elected by the city at large for a fixed term and vested with both legislative and administrative power, gave way to a city manager, chosen by the council to serve at its pleasure.

"The Board of Estimate and Apportionment, with power to prepare a budget and fix salaries and determine expenditures, the Board of Contract and Supply, with power to make purchases and the Mt. Hope Commission were abolished and their functions divided among various city officers.

"The departments of the city council were concentrated under four trustees, chosen by the city manager: an office controller, a finance department, a purchasing agent, and an auditor and treasurer, all selected by the city manager, with the approval of the city council.

"The Department of Public Safety includes the bureau of fire, police and health, the bureau of charities and parks, and the bureau of public safety.

"Thus the city commenced business on Jan. 1 with a municipal structure greatly simplified.

Independent Council

"The first result was the election of a council which differed to a marked degree from its predecessor.

"The council as a whole may be new fairly described as a thoroughly independent body. It accepts no dictation from outside, no official sources, it exercises its own judgment and differences of opinion are not infrequent.

"The Court of Appeals had declared void, was adopted by a divided vote of 6 to 2, one councilman not voting.

ing, after a spirited argument in which both the public and the members of the council participated which lasted two full evenings and attracted an audience which taxed the capacity of the council chamber.

"A few illustrations will show the importance of the work of the council.

Best Man Got It

"His first duty was to choose a city manager. A large number of possibilities were carefully canvassed and the choice fell on a man whose name best fitted for the job.

"The adoption of a non-partisan election law has already been mentioned. This was in performance of a pre-election pledge.

"The adoption of the budgets for 1928 and 1929 was no perfunctory task. The entire work of preparation had been done by the City Manager and the departments, but the Council made substantial amendments which increased the tax levy, reduced our current indebtedness and are now generally accepted as sound financing.

"A complete audit of the financial affairs of the city was early provided for, the first complete audit the city has had in many years.

"A procedure for local improvements was adopted, which enables taxpayers to know in advance the maximum cost of the improvement.

"The guarantee on pavements was reduced from ten to five years, a measure which in the aggregate will save considerable expense to taxpayers without affecting the quality of the work.

Fireworks Prohibited

"Individual fireworks were prohibited on the Fourth of July, leading to a saving of lives and freedom from accidents and fires and noise and the observance of a truly safe and sane holiday.

"A milk ordinance was passed, safeguarding the health of the city.

"An airport was provided for, placing Rochester on the map of aerial highways.

"The illustrations I want to present to you as a legislative body, the council has been wide awake and efficient.

Accessible to Public

"The City Manager has been the active force and the inspiration for much that has been done since Jan. 1.

"Perhaps the most significant thing to be said of the new order of things is that the City Manager and the city administration have been free from partisan bias or political control. The responsible officers of the city have been its real officials. They have been free to do what they saw fit to do for the city and the people, without being hampered by organizations and groups and discussed with them the city's affairs. They have taken the public into their confidence and concealed nothing. The City Manager's appointments have been notably high class and have not been dictated by any outsider.

Defects Brought to Light

"Take for example the disclosures of speculation and fraud which have been made during the year. Nothing was concealed. The leaks were promptly stopped and careful steps taken to prevent any repetition.

"Subway defects have come to light and have been promptly corrected and important steps have been taken towards the wider use of the subway.

"On the desk of the city manager will be found immediately after the first of each month a complete financial report, showing the appropriations to each department and the amount actually expended.

"The plan of assessment is being worked out for such far reaching and expensive improvements as Main Street West and Broad Street.

Most Important

"The most important progress made this year is the constructive step taken towards the development of a city plan.

"Not a plan in the sense merely of a Civic Center or a group of beautiful buildings, but a plan in the sense of the practical development of the entire city covering a period of many years and embracing

Rundel Fund Aids City Plan

Co-operation of Reynolds Library Would Make Its Fulfillment Easy.

Final judicial settlement of the estate of Martin W. Rundel, with \$850,000 in possession of the city to erect a public library and fine arts building, simplifies making a start on one feature of the City Plan, for the problem of financing is made easy.

All tentative plans for a civic center have included a central library. And this bequest provides a very important nucleus for construction and maintenance.

But the Reynolds Library, also centrally located, is at this time seeking an answer to the question as to how it may perform a wider public service.

And that answer would seem to be in associating with the city in building a greater central library than either could hope to erect independently.

In the study to be made, certainly this proposal should receive every consideration that its possibilities very plainly merit.

And if an agreement can be reached, a central library will be built which will not only be an outstanding ornament to the city, but an institution of unlimited usefulness.

Fund For Library Building

As residuary legatee of a trust fund established for the life use of Harriette L. Rundel, the city of Rochester has now received an additional sum of \$369,618 from the estate of Morton W. Rundel. With the original \$400,000 bequest and the interest which has accumulated since the death of Mr. Rundel in 1911, the fund created by the will for a Rundel Memorial Building now amounts to over \$850,000.

This fund is to be used for the construction and maintenance of a public library and fine arts building. The will provides that the bequest can be used in connection with other funds or bequests for this purpose.

With this large sum at hand for building purposes, the city is in a position to give assurance to the trustees of the Reynolds Library that if they see fit to accept the generous terms of the proposed agreement for participation in creation of a Central Library, the books purchased with their funds will be suitably housed.

Those terms, embodying full acceptance by the city of all the conditions required by the Reynolds board, were reviewed in these columns Saturday. It was also stated that the trustees of the Rochester Public Library had gone even beyond those conditions in proposing that control of Central Library administration be vested in the trustees of the Reynolds Library.

Under this plan the city is to pay all expenses of administration and also contribute toward building up a selection of books worthy of the Central Library of a city the size of Rochester.

Nor should it be forgotten that the man who has served the city so ably for many years as head of its well patronized branch library system, William F. Yust, has placed the capstone to this plan by offering to take a subordinate position, so that a head librarian could be selected by the Reynolds board, without embarrassment because of present personnel.

The assumption is that the board of trustees of the Reynolds Library can have no other purpose than to make the funds at their disposal of the greatest possible service to the people of Rochester.

If these bequests of two men who had the interests of the people of Rochester at heart are to be thus jointly employed, Rochester will be well on its way toward acquiring a Central Public Library which will prove of immeasurable value and assure honored remembrance for both benefactors.

Political Control Banned By Manager, Vice-Mayor Avers

Reviews Accomplishments of New Government in First Year of Existence in Address at J. Y. M. A.—Changes Made Possible by Charter Outlined.

The accomplishments at City Hall in the first year of city manager government were reviewed last night by Vice-Mayor Isaac Adler in an address before the Jewish Young Men's Association.

"Perhaps the most significant thing to be said of the new order of things," Mr. Adler declared, "is that the City Manager and the city administration have been free from partisan bias and political control. The responsible officers of the city have been its real officials. They have been free to do what they saw fit to do for the city and the people, without being hampered by organizations and groups and discussed with them the city's affairs. They have taken the public into their confidence and concealed nothing. The City Manager's appointments have been notably high class and have not been dictated by any outsider.

Changes Reviewed

Mr. Adler reviewed the changes which took place in city government when the charter went into effect just a year ago and then listed what he considered the outstanding accomplishments of the new government in its first year of existence. He said in part:

"The adoption of a non-partisan election law has already been mentioned. This was in performance of a pre-election pledge.

"The adoption of the budgets for 1928 and 1929 was no perfunctory task. The entire work of preparation had been done by the City Manager and the departments, but the Council made substantial amendments which increased the tax levy, reduced our current indebtedness and are now generally accepted as sound financing.

"A complete audit of the financial affairs of the city was early provided for, the first complete audit the city has had in many years.

"A procedure for local improvements was adopted, which enables taxpayers to know in advance the maximum cost of the improvement.

"The guarantee on pavements was reduced from ten to five years, a measure which in the aggregate will save considerable expense to taxpayers without affecting the quality of the work.

"Individual fireworks were prohibited on the Fourth of July, leading to a saving of lives and freedom from accidents and fires and noise and the observance of a truly safe and sane holiday.

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"On the desk of the city manager will be found immediately after the first of each month a complete financial report, showing the appropriations to each department and the amount actually expended.

"The plan of assessment is being worked out for such far reaching and expensive improvements as Main Street West and Broad Street.

Most Important

"The most important progress made this year is the constructive step taken towards the development of a city plan.

"Not a plan in the sense merely of a Civic Center or a group of beautiful buildings, but a plan in the sense of the practical development of the entire city covering a period of many years and embracing

Inventory Complete

"An inventory of the assets of the city was completed and a central store set up so that we know what we have and what requisitions we can meet from stock on hand. A very considerable saving will be effected by this information.

"A definite plan of assessment for street improvements has been worked out and adopted.

"The most important progress made this year is the constructive step taken towards the development of a city plan.

"In the financial department decided savings have been made. New and labor saving machinery has been installed; centralized purchasing under a purchasing agent has led to a large increase in public bidding and consequent savings.

"The Department of Public Safety is also making a good showing. Tankage from the garbage plant is being disposed of at \$12 per ton in place of less than \$8, a saving of approximately \$15,000.

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Police Control Better

"The Department of Public Safety is notable for the improvements in police control. A dozen patrol cars have brought about adequate patrol and protection for the outlying sections. More policemen are seen on the streets and fewer hold office jobs; traffic ordinances are enforced; the charities and parks bureaus have been economically and efficiently conducted. Important financial savings have been made.

"The discovery of defalcations in the water works bureau, of fraud in the inspection of pavements and of the illegitimate sale of examination papers by a member of the plumbing board were greatly aided by the skill and ingenuity of the Commissioner of Public Safety.

"In the Department of Law no radical changes are to be noted, but the department is conducted with efficiency and contributes in a most helpful way to the success of the administration."

EXTENSION'S SURVEY VOTE IS DEFERRED

Councilman Durnan's Illness Causes Week's Delay for Broad Street Action

BOARD NOT ASKING WORK

Realtors Make Stand Clear, Wish to Aid as They See Money Saving Possible

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December Building Permits 70 Under Final 1927 Month

Fifty-nine Families Can Be Accommodated in New Construction Authorized by 1928 Licenses; Total Cost \$820,790

There were 138 permits issued last month for building estimated to cost \$820,790 according to the monthly report prepared by Norbert A. Kolb, clerk of the Bureau of Buildings and filed with Harold W. Baker, commissioner of public works, by John G. Ellendt, superintendent of buildings. Fifty-nine families can be accommodated in the construction authorized last month. In December, 1927 there were 268 permits issued for building estimated to cost \$2,620,650 and 270 families can be accommodated in this construction.

RESIDENTIAL:	No.	Cost.	Fam.
Single dwellings	55	\$304,500	65
Double dwellings	1	8,500	2
Residential total	56	\$313,000	67
PUBLIC:	No.	Cost.	Fam.
None			
INDUSTRIAL:	No.	Cost.	Fam.
Stores	1	\$ 1,500	
Private garages	19	17,225	
Sheds	11	20,800	
Auto sales and service station	1	1,000	
Gas stations	2	11,900	
Factories	2	168,000	
Foundations	2	1,775	
Industrial total	29	\$224,435	
REMODELING:	No.	Cost.	Fam.
Signs	1	\$ 820	
Residential remodeling affecting housing	11	1,400	
Residential remodeling not affecting housing	20	12,500	
Commercial remodeling	21	49,675	
Miscellaneous remodeling	10	218,850	
Remodeling total	73	\$283,250	

December, 1927			For Comparison			December, 1928		
No.	Cost	Fam.		No.	Cost	Fam.		
89	\$ 768,800	259	Residential	56	\$313,100	57		
5	1,311,135		Public					
109	425,125		Industrial	69	224,435			
203	\$2,505,060	259	New building total	125	\$537,535	67		
65	115,639	11	Remodeling	73	283,250	5		
268	\$2,620,690	270	Grand total	198	\$820,790	72		

REVEAL PLANS FOR MEMORIAL IN THIRD WARD

Opposition to Gas Station at Plymouth Park Indicates Possibility of War Vet Marker There.

Possibility that a war memorial to the veterans of the Third Ward will be erected in Plymouth Park has been revealed with announcement that the City Zoning Advisory Board has refused to permit for erection of a gas station at Plymouth Avenue and Edinburgh Street, opposite the park.

The Zoning Board was advised of the plan for a war memorial during the arguments yesterday relative to the granting of a permit for the gas station to Charles C. Peckins. Colonel F. Judson Hess, 245 Plymouth Avenue, informed the board of the contemplated memorial, stating his intention of giving it to the city.

Colonel Hess today was not des- as completed, saying that he wished to study the matter more carefully. He was firmly opposed to granting the permit for the gas station, and in appearing before the board Monday told its members that he had in mind the erection of the memorial, but that he would not go ahead with his plans if a gas station was to be placed opposite the park.

Colonel Hess is a veteran of the Spanish American War, and during the World War was attached to the Adjutant General's office of the State of New York. He served with the 202d New York during the Spanish American War.

Spanish Or World War?

One of the principal decisions which Colonel Hess faces is, he says, whether the memorial should commemorate the deeds of World War or Spanish American War soldiers. He feels that the veterans of the Spanish American War have not been given the recognition to which they are entitled. He also is firm in his intention to dedicate the memorial to the veterans of the Third Ward.

Colonel Hess is one of the oldest residents of the Third Ward and has great pride in its traditions. His plans are to bear alone the entire cost of the memorial.

Cut Down On Permits Action of the Zoning Board in denying the gas station permit terminates a year's controversy over the matter. Persons far removed from the vicinity objected as well as those residing in the immediate neighborhood.

Further, the board took steps Monday to preclude the erection of a gas station on the Plymouth Avenue-Edinburgh Street site at any future time, and out of this controversy has grown the decision to shut down on the issuance of gas station permits in general, such permits to be granted in the future only when the site is in keeping with progress of business and not causing hardship on property owners.

Members of the zoning advisory board are A. W. Hopeman, chairman; Frank Frey, Howard W. Ruppert and Charles W. Carpenter. Mr. Frey and Mr. Ruppert are also members of the city planning advisory board.

To Pick Librarian The City of Rochester offers to the trustees of the Reynolds Library sole, exclusive, and complete administration of such a general Central Public Library, believing that such a distinguished group of able and high-minded citizens would administer the central library only for the best and finest public library service possible, through a chief librarian of their choice of the highest ability. This would vest the control and development of our central public library for all time in a self-perpetuating private corporation, a method that is generally approved by library experience.

The board of trustees of the Rochester Public Library would administer only the branch library system of the city.

To Have Own Income The City of Rochester also offers in that connection to pay all the expenses of the administration of such Central Library, the Reynolds Library contributing nothing. If the City of Rochester is ever to have a central public library, it seems the part of wisdom so to begin the payment of operating expenses at once.

Long Strips of paper are fed into the new machine, Clarence E. Higgins, city comptroller, explains, and some five neatly signed checks are struck out and each concern that reveals the character of the check is revealed as tampered with. Mr. Higgins' signature, as well as that of

By Reynolds Board Held Met By City

Plan For Joining Old Library With Central Branch of Rochester System Reviewed by Charles H. Wiltzie, Head of Trustees of Municipal Institution.

Offers made by the City of Rochester and its officials to the board of trustees of Reynolds Library for the union of the Reynolds Library and the Public Library are declared exceptionally generous and magnanimous by Charles H. Wiltzie, president of the board of trustees of the Rochester Public Library, in an interview given The Times-Union today.

Although Mr. Wiltzie has been exceedingly active in the attempt, which he has been going on for months, to bring about the union of the two libraries to give the people of the city a greatly enlarged and adequate general, central library, this is the first occasion on which he has commented on the situation in the press.

"I make this statement," said Mr. Wiltzie, "because I wish to emphasize, and have clearly before the people of Rochester, the very generous and splendid offers that have been made by the city of Rochester through its officials and which are still being made and kept open the most important of these are as follows:

All Conditions Accepted 1—"The City of Rochester has accepted without conditions or reservations all the proposals and conditions made by the board of trustees of Reynolds Library in its formal communication through its president, Judge George A. Carnahan, Nov. 19, 1927, to the members of the new Council-elect under the City Manager charter; and has also accepted all the other conditions and proposals developed in a formal conference between committees at a meeting held May 3, 1928, as appears from the informal memoranda prepared by Judge Carnahan under the date as attached to the report of the Council's committee.

2—"The City of Rochester offers to erect, as soon as possible, without expense to the Reynolds Library, an adequate fireproof central library building, adding such funds to the fund for the building as to be paid by the city as part of administration expenses and take over the present Central Library in the City Hall Annex, combining same with its own library and thus at once entering upon the grand enterprise of combining all the Central Library facilities available in the city and enlarging and developing the same by putting in operation at once the intensive program suggested for the purchase, accumulation, cataloging and housing of a great body of books for a central library building.

3—"The name 'Reynolds Central Library' is proposed by the council's committee in honor and appreciation of the benefaction of Moritz E. Reynolds to the inhabitants of the city of Rochester and to memorialize him, his father, Abela Reynolds, and his brother, William A. Reynolds. The name of so great a benefactor as Moritz E. Reynolds should be magnified in every possible way. Certainly this name for our central library would give perpetual recognition in a most distinctive and conspicuous manner. The word 'central' is so descriptive and definite in its meaning as to seem almost necessary to the name.

Just Offer Lauded "9—William F. Yust, after 17 years of service, with true library statesmanship and unselfish devotion to the highest library interests of the City of Rochester, has most generously offered to yield all personal interests and aspirations as city librarian and to accept a minor position as assistant or otherwise according to the wishes of the city officials at the time. This leaves the whole situation of the personnel in the Central Public Library free from previous engagements or other embarrassments in the organization of the Central Library staff by the Reynolds trustees.

"The trustees of the Rochester Public Library and the committee of the council regard all these offers and proposals as exceptionally generous and magnanimous on the part of the City of Rochester.

City Heads Will Hear Skit On Driving Newsies Off Main St.

Seven city officials will be guests of Central Class of the Central Presbyterian Church Thursday evening at an informal dinner and entertainment, the closing event in a membership campaign just completed by the class. In this campaign the membership of the class was divided into teams called "The Department of Public Works" and "The Department of Public Safety."

Mayor Joseph C. Wilson, City Manager Stephen B. Story, Commissioner of Public Safety George J. Nier, Chief of Police Andrew Kavanagh, Commissioner of Public Works Harold W. Baker, Comptroller Clarence Higgins, and Corporation Counsel Clarence M. Platt will be the official guests present. They will speak briefly.

The program and entertainment is in charge of James Wallace, who will make the announcement of the winning team and present the award. An operetta, "A Knight in King Arthur's Court," or "Should the Newboys Be Forced Off Main Street," will be presented under direction of Stanley Hawkins, who is playing the leading role. In addition, impersonations of city officials, past, present, and future will be offered, and musical numbers will be provided. Only three hundred men can be accommodated at the dinner and the committee has urged early reservation.

The Rev. Dr. Raymond M. Kistler is teacher of the class.

CITY'S FOREST RATES HIGH ON STATE'S LIST

Ranks Third 1,545,000 Trees at Water Source; Project for Development Cited

Albany Bureau Democrat and Chronicle Albany, Jan. 4.—The city of Rochester, with 1,545,000 trees in its "community forests," outdistances all other cities of the state except New York and Glens Falls, according to the annual report of Conservation Commissioner Alexander McDonald, to be presented to the Legislature Monday night.

The Rochester forest was begun in 1909, and consists chiefly of the forested area around Hemlock and Canadian lakes. New York City with 2,541,000 trees heads the list of cities, while Glens Falls has 2,307,000. Otsego County has 1,106,000 trees and Little Falls 1,015,100. The total of community forests in the state is 316, with 20,817,375 trees.

The report covers the city's application for development of Homeoye Lake and Mud Creek for its water supply and says "this is the largest water supply project to come before the water power and control commission since the state water supply commission rendered its decision on the Catskill Mountain project of the city of New York in 1906."

The water power and control commission also reported the receipt of \$21,986 in rentals received from the Rochester Gas & Electric Company for the fiscal year ended July 1, 1928, for canal water at Rochester Harbor. The Bureau of Fish Culture reported 19,818,717 fish were distributed from the Caledonia Fish hatchery in 1928, including 1,260,000 brown trout fingerlings.

Notes Qualifications For Park Director

Editor Times-Union: From time to time we see letters from readers endorsing this one or that one for the position of Director of Parks. In the Times-Union of December 28 there is one signed "Rochesterian" endorsing F. J. Slavin. It is hard to determine whether the writer is serious or trying to be funny. The writer has known Mr. Slavin for the past thirty-five years and knows that he has never had charge of any work other than supervision of park laborers. He has never worked in the engineering department of parks to gain a knowledge of civil and sanitary engineering, both of which are essential; he has never worked in or had charge of the greenhouses or conservatory or propagation department and has no knowledge of the work done there; he has never had charge of the playgrounds and knows nothing of their requirements; in fact he has never had charge of or done work requiring technical knowledge.

The parks of Rochester were planned by a landscape architect from Boston named Olmstead, from a survey made by the present park civil engineer, Henry T. Brown. The work of laying out the parks, such as planting trees and shrubs, grading roads and walks and other such work was done under the

supervision of Calvin C. Laney and John Dunbar, so the credit for the great and beautiful parks of our fair city must go to these three men, C. C. Laney, John Dunbar and H. T. Brown and to no one else, so far as knowledge of parks and park work is concerned.

So you see, Mr. Rochesterian, by the above facts that you are one of the many misinformed, or was your mind so taken up with the progress of primitive man that you were afraid our city fathers would not get your point? You surely went a long way back to get your point over. It is a good one, however; we can and should fill all positions with local talent, with men who have far more knowledge of the requirements of local affairs than any man can acquire in one year's residence. I am not endorsing anyone, as you see, but I do not see how Mr. Story or Mr. Nier can appoint an ineligible man with the above facts before them. I know they have these facts before them.

ANOTHER ROCHESTERIAN, Rochester, Dec. 31, 1928.

New Device Speeds Up Check Signing; Eliminates Dangers of Payroll Robbery

Saves Time of High Priced Executives in Handling Funds.

NEW MACHINE CUTS WRITING TIME

CITY TREASURER KANE

Payroll robbery has been sold short by several Rochester concerns and a permanent crimp put in the activities of these cold-blooded banditti who operate with "Tommy" guns and tear bombs, by the adoption of a check-signing device which has done away with actual cash payrolls.

This machine, a product of the Todd Prototyping Company, and which already has been adopted by the city treasurer's office, signs as many checks in an hour as the average pen-pusher could in a couple of



SPEED—James E. Kane, city treasurer method. City Comptroller (center) using top) shown signing check by old hand new speed machine.

days and, so doing, saves the high priced time of executives and wards off writer's cramp.

Long strips of paper are fed into the new machine, Clarence E. Higgins, city comptroller, explains, and some five neatly signed checks are struck out and each concern that reveals the character of the check is revealed as tampered with. Mr. Higgins' signature, as well as that of

James E. Kane, appears on the checks, of which the city issues some 350,000 during the course of a year.

BAD FOR BANDITS The Todd "Green-back" checks spell acute discomfort to bandit gangs who specialize in payroll attacks and each concern that adopts this new safeguard is struck down the list of prospects, and complacency oozes tamely in

No longer is it necessary for the minds of industrialists who have said goodbye to the old-time pay envelope.

In Rochester the following establishments, among others, have adopted the safeguarding device: The B. & P. Railroad, Rochester State Hospital, Rochester Gas & Electric Company, Rochester Telephone Company and Merchants' Despatch.

And after the money actually reached the company plant there still was danger of a holdup. There was the inconvenience of counting, checking, sorting and distributing it, tasks usually foisted on the regular office crew, which was forced to put by the regular routine for several hours.

The antiquated system of signing large numbers of checks by hand is doomed. Just as the rubber stamp replaced the pen, so does this new device replace the rubber stamp, newer, safer and quicker.

EXTENSION'S SURVEY VOTE IS DEFERRED

Councilman Durnan's Illness Causes Week's Delay for Broad Street Action

BOARD NOT ASKING WORK

Realtors Make Stand Clear, Wish to Aid as They See Money Saving Possible

Because of the continued illness of Councilman William S. Durnan, action was deferred for one week yesterday afternoon by the City Council on the resolution of Councilman Harry C. Goodwin authorizing the appropriation of \$15,000 for a survey and appraisal of the cost of extending Broad Street. The motion urging the postponement was put by Councilman Louis S. Foulkes, seconded by Councilman Nelson A. Milne and was unanimously adopted.

The Finance Committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn has filed an adverse report against the resolution. There were a number of persons interested in the project in attendance at the session. Councilman Goodwin said that he wanted to clear up a point regarding which there has been considerable misapprehension. He said that the proposal of the Real Estate Board to make the appraisal for \$10,000 was made in response to an inquiry by the city. He said that the overtures to the Real Estate Board originated with the city and the realtors acted in accordance with a request made to the board.

Gives Board's Stand

City Clerk Thomas P. O'Leary read the following communication from Joseph Engle, president of the Real Estate Board:

"Many statements have been made and published during the last few weeks regarding the proposed Broad Street extension, and we feel that the position of the Real Estate Board of Rochester should be made clear. We wish at this time to affirm belief in the great value of this project to the community as a whole and we believe it should be carried out in its entirety at the earliest possible time, as expressed in a resolution of Sept. 7, 1928.

The Real Estate Board, through its Central Appraisal Committee composed of twelve experts, at the expense to the city, made a preliminary survey of the properties involved to determine the approximate cost of the appraisal of such properties, to be used only as a guide to determine a maximum charge. We still strongly feel that appraisal made before a project is to be started will limit undue speculation on properties which are to be acquired by the city, thereby saving the city many thousands of dollars.

We wish to emphasize the fact that the Real Estate Board of Rochester has no new plan for Broad Street and any statements published as a news item or anonymous advertisement to that effect were without our knowledge or authorization. The Real Estate Board's only desire in this matter is to co-operate and assist in any way possible to make for a better and bigger Rochester. We are of the firm conviction that you, members of the Council, been making and will continue to make every honest endeavor to the same end."

George J. Nier, public safety commissioner, as acting city manager, participated in the proceedings yesterday. He read a communication from Harold W. Baker, commissioner of public works, estimating the cost of a 48-foot concrete pavement in Plymouth Avenue South, together with 6 1/2 foot walks, at \$255,000.

The session yesterday was brief and only routine matters came before it. Each member of the council received two tickets to Fay's Theater as a courtesy from Robert Barrett, comptroller of the theater. This was in response to giving that Councilman Flynn had with Vice-Mayor Adler regarding two tickets another theater.

December Building Permits 70 Under Final 1927 Month

Fifty-nine Families Can Be Accommodated in New Construction Authorized by 1928 Licenses; Total Cost \$820,790

There were 198 permits issued last month for building estimated to cost \$820,790 according to the monthly report prepared by Norbert A. Kolb, clerk of the Bureau of Buildings and filed with Harold W. Baker, commissioner of public works, by John G. Ellendt, superintendent of buildings. Fifty-nine families can be accommodated in the construction authorized last month. In December, 1927 there were 268 permits issued for building estimated to cost \$2,620,690 and 270 families can be accommodated in this construction.

RESIDENTIAL:	No.	Cost	Fam.
Single dwellings	55	\$304,600	55
Double dwellings	11	4,335	2
Residential total	66	\$313,100	57
PUBLIC:	No.	Cost	Fam.
None			
INDUSTRIAL:	No.	Cost	Fam.
Stores	1	1,500	
Sheds	10	17,225	
Auto sales and service station	1	20,000	
Gas stations	3	11,500	
Factories	2	268,000	
Foundations	2	1,775	
Industrial total	69	\$224,435	
REMODELING:	No.	Cost	Fam.
Signs	11	\$ 390	
Residential remodeling affecting housing	20	1,400	2
Commercial remodeling	21	32,500	
Miscellaneous remodeling	10	49,675	
Remodeling total	73	\$283,255	2

December, 1927			For Comparison			December, 1928		
No.	Cost	Fam.		No.	Cost	Fam.		
89	\$ 768,800	259	Residential	56	\$313,100	57		
169	1,311,135		Public	69	224,435	..		
203	226,125		Industrial	69	224,435	..		
262	\$2,595,000	239	New building total	125	\$537,535	57		
63	113,650	11	Remodeling	73	283,255	2		
268	\$2,620,690	270	Grand total	198	\$820,790	59		

REVEAL PLANS FOR MEMORIAL IN THIRD WARD

Opposition to Gas Station at Plymouth Park Indicates Possibility of War

Colonel Hess is one of the oldest residents of the Third Ward and has great pride in its traditions. His plans are to bear alone the entire cost of the memorial.

Cut Down On Permits
Action of the zoning board in denying the gas station permit terminates a year's controversy over the matter. Persons far removed from the vicinity objected as well as those residing in the immediate neighborhood.

Further, the board took steps Monday to preclude the erection of a gas station on the Plymouth Avenue-Edinburgh Street site at any future time, and out of this controversy has grown the decision to shut down on the issuance of gas station permits in general, such permits to be granted in the future only when the site is in keeping with progress of business and not causing hardship on property owners.

Members of the zoning advisory board are A. W. Hopeman, chairman; Frank Frey, Howard W. Ruppert and Charles W. Carpenter. Mr. Frey and Mr. Ruppert are also members of the city planning advisory board.

ous that his plans be announced as completed, saying that he wished to study the matter more carefully. He was firmly opposed to granting the permit for the gas station, and in support before the board Monday told its members that he had in mind the erection of the memorial, but that he would not go ahead with his plans if a gas station was to be placed opposite the park.

Colonel Hess is a veteran of the Spanish American War, and during the World War was attached to the Adjutant General's office of the State of New York. He served with the 202d New York during the Spanish American War.

One of the principal decisions which Colonel Hess faces is, he says, whether the memorial should commemorate the deeds of World War or Spanish American War soldiers. He feels that the veterans of the Spanish American War have not been given the recognition to which they are entitled. He also is firm in his intention to dedicate the memorial to the veterans of the Third Ward.

All Demands Made By Reynolds Board Held Met By City

Plan For Joining Old Library With Central Branch of Rochester System Reviewed by Charles H. Wiltzie, Head of Trustees of Municipal Institution.

By AMY H. CROUGHTON

Offers made by the City of Rochester and its officials to the board of trustees of Reynolds Library for the union of the Reynolds Library and the Public Library are declared exceptionally generous and magnanimous by Charles H. Wiltzie, president of the board of trustees of the Rochester Public Library, in an interview given The Times-Union today.

Although Mr. Wiltzie has been exceedingly active in the attempt, which has been going on for months, to bring about the union of the two libraries to give the people of the city a greatly enlarged and adequate general, central library, this is the first occasion on which he has commented on the situation in the press.

"I make this statement," said Mr. Wiltzie, "because I wish to emphasize, and have clearly before the people of Rochester, the very generous and splendid offers that have been made by the city of Rochester through its officials and which are still being made and kept open. The most important of these are as follows:

All Conditions Accepted
1—"The City of Rochester has accepted without conditions or reservations all the proposals and conditions made by the board of trustees of Reynolds Library in its formal communication through its president, Judge George A. Carnahan, Nov. 19, 1927, to the members of the new Council-elect under the City Manager charter; and has also accepted all the other conditions and proposals developed in a formal conference between committees at a meeting held May 3, 1928, as appears from the informal memoranda prepared by Judge Carnahan under the date as attached to the report of the Council's committee.

2—"The City of Rochester offers to erect, as soon as possible, without expense to the Reynolds Library, an adequate fireproof Central Public Library, adding sufficient funds to the fund of the City Manager charter; and has also accepted all the other conditions and proposals developed in a formal conference between committees at a meeting held May 3, 1928, as appears from the informal memoranda prepared by Judge Carnahan under the date as attached to the report of the Council's committee.

3—"The City of Rochester offers to the trustees of the Reynolds Library sole, exclusive, and complete administration of such a general Central Public Library, believing that such a distinguished group of able and high-minded citizens would administer the central library only for the best and finest public library service possible, through a chief librarian of their choice of the highest ability. This would vest the control and development of our central public library for all time in a self-perpetuating private corporation, a method that is generally approved by library experience. The board of trustees of the Rochester Public Library would administer only the branch library system of the city.

4—"The City of Rochester also offers in that connection to pay all the expenses of the administration of such Central Library, the Reynolds Library contributing nothing. If the City of Rochester is ever to have a central public library, it seems the part of wisdom so to begin the payment of operating expenses at once.

5—"The Reynolds Library is to have its annual income, forever undiminished by any operating or administration expenses, to be devoted solely to the purchase of books which it is to own. This will mean a steady, perpetual flow into a central public library of all the books that can be properly annually purchased from such income, which will approximate between \$40,000 and \$50,000 per year. The committee of the Reynolds Library stated in September, 1927, that its corporation owned \$335,000 in bonds and the Reynolds Arcade property, which has been generally estimated as worth \$700,000. It will be observed that under this arrangement the Reynolds Corporation will part with no property nor have its charter in any way changed. It will continue, as at present, and as it always has, under its private, self-perpetuating charter and with full dominion over its property.

Notes Qualifications For Park Director

Editor Times-Union:

From time to time we see letters from readers endorsing this one or that one for the position of Director of Parks. In the Times-Union of December 28 there is one signed "Rochesterian" endorsing P. J. Slavin. It is hard to determine whether the writer is serious or trying to be funny. The writer has known Mr. Slavin for the past thirty-five years and knows that he has never had charge of any work other than supervision of park laborers. He has never worked in the engineering department of parks to gain a knowledge of civil and sanitary engineering, both of which are essential; he has never worked in or had charge of the greenhouse or conservatory or propagation department and has no knowledge of the work done there; he has never had charge of the playgrounds and knows nothing of their requirements; in fact he has never had charge of or done work requiring technical knowledge.

The parks of Rochester were planned by a landscape architect from Boston named Olmstead, from a survey made by the present park civil engineer, Henry T. Brown. The work of laying out the parks, such as planting trees and shrubs, grading roads and walks and other such work was done under the supervision of Calvin C. Laney and John Dunbar, so the credit for the great and beautiful parks of our fair city must go to these three men, C. C. Laney, John Dunbar and H. T. Brown and to no one else, so far as knowledge of parks and park work is concerned.

So you see, Mr. Rochesterian, by the above facts that you are one of the many misinformed, or was your mind so taken up with the progress of primitive man that you were afraid our city fathers would not get your point? You surely went a long way back to get your point over. It is a good one, however; we can and should fill all positions with local talent, with men who have far more knowledge of the requirements of local affairs than any man can acquire in one year's residence. I am not endorsing anyone, as you see, but I do not see how Mr. Slavin or Mr. Neier can appoint an ineligible man with the above facts before them. I know they have these facts before them.

ANOTHER ROCHESTERIAN.
Rochester, Dec. 31, 1928.

CITY'S FOREST RATES HIGH ON STATE'S LIST

Ranks Third 1,545,000 Trees at Water Source; Project for Development Cited

Albany Bureau Democrat and Chronicle

Albany, Jan. 4.—The city of Rochester, with 1,545,000 trees in its "community forests," outdistances all other cities of the state except New York and Glens Falls, according to the annual report of Conservation Commissioner Alexander McDonald, to be presented to the Legislature Monday night.

The Rochester forest was begun in 1909, and consists chiefly of the forested area around Hemlock and Canadice lakes, New York City water, which Glens Falls has 2,207,000. Otsego County has 1,106,600 trees and Little Falls 1,015,100. The total of community forests in the state is 316, with 20,817,375 trees.

The report covers the city's application for development of Honey Lake and Mud Creek for its water supply and says "this is the largest water supply project to come before the water power and control commission since the state water supply commission rendered its decision on the Catskill Mountain project of the city of New York in 1906."

The water power and control commission also reported the receipt of \$21,986 in rentals received from the Rochester Gas & Electric Commission for the fiscal year ended July 1, 1928, for surplus canal water at Rochester Harbor. The Bureau of Fish Culture reported 10,818,717 fish were distributed from the Caledonia Hatchery in 1928, including 1,260,000 brown trout fingerlings.

Yust Offer Lauded

"9—William F. Yust, after 17 years of service, with true library statesmanship and unselfish devotion to the highest library interests of the City of Rochester, has most generously offered to yield all personal interests and aspirations as city librarian and to accept a minor position as assistant or otherwise according to the wishes of the city officials at the time. This leaves the whole situation of the personnel in the Central Public Library free from previous vagueries or other embarrassments in the organization of the Central Library staff by the Reynolds trustees.

New Device Speeds Up Check Signing; Eliminates Dangers of Payroll Robbery

Saves Time of High Priced Executives in Handling Funds.

NEW MACHINE CUTS WRITING TIME

CITY TREASURER KANE



SPEED—James E. Kane, city treasurer (top) shown signing check by old hand method. City Comptroller (center) using new speed machine.

days and, so doing, saves the high-priced time of executives and wards off writer's cramp.

Long strips of paper are fed into the new machine, Clarence E. Higgins, city comptroller, explains, a small electric motor buzzes and come five neatly signed checks on Todd protectograph paper that reveals the characters V-O-I-D if ever it is tampered with. Mr. Higgins' signature, as well as that of

Payroll robbery has been sold short by several Rochester concerns and a permanent crimp put in the activities of those cold-blooded bandits who operate with "Tommy" guns and tear bombs, by the adoption of a check-signing device which has done away with actual cash payrolls.

This machine, a product of the Todd Protectograph Company, and which already has been adopted by the city treasurer's office, signs as many checks in an hour as the average pen-pusher could in a couple of

paymasters of these concerns to brave the periodical peril of a dash through the streets from bank to plant with thousands of dollars in cash, the prey of highly organized bandit mobs.

No matter how well armed the payroll guards may have been, the fears of these men were well grounded, as is proven by a study of the headlines of almost any daily paper.

These specialist-gangsters are backed with ample legal and financial resources and with every tool of modern science and warfare. Most of them have long and successful records—another "trap" would ruin—and they are always prepared to shoot it out.

And after the money actually reached the company plant there still was danger of a holdup. Then there was the inconvenience of counting, checking, sorting and distributing it, tasks usually foisted on the regular office crew, which was forced to put by the regular routine for several hours.

The antiquated system of signing large numbers of checks by hand is doomed. Just as the rubber stamp replaced the pen, so does this new device replace the rubber stamp, newer, safer and quicker.

In Rochester the following establishments, among others, have adopted the safeguarding device: The R. R. & P. Railroad, Rochester State Hospital, Rochester Gas & Electric Company, Rochester Telephone Company and Merchants' Dispatch.

No longer is it necessary for the

\$30,000 Dredging
Charge Held Val

The validity of the local law permitting the city to pay the Buffalo Rochester & Pittsburgh Railway Company \$300,000 for the dredging of the Genesee River in 1926 is sustained by an opinion of Corporation Counsel Clarence M. Platt and the Law Committee through Vice-Mayor Adler recommended last evening to the City Council that the law be enacted. It was referred back to committee after the council received the report and will be voted upon later. The report of the Law Committee follows:

The Law Committee, to which was referred the local law allowing the City of Buffalo, Rochester and Pittsburgh Railroad Company to sell its property to the City of Rochester, reported that an opinion of the City Attorney had been requested of the City Council as to whether or not the City could acquire the property on legal objection to any constitutional claim. The opinion of the Corporation Counsel, which is attached to this report, is that the City cannot claim the property, and that the claim is, in the opinion of the Corporation Counsel, just and equitable claim against the City of Rochester. Your finance committee reports that it has considered the claim just and equitable, and concurs with the Corporation Counsel in that view and therefore recommends the adoption of the amended resolution.

The amendment is contained in Section 1, which specifically sets forth the property benefited from the dredging of the river, the operation of the railway company and that the City of Rochester has a just and equitable claim for the city to be paid.

Auction Ordinance Amendments Proposed

The Law Committee which has been studying the ordinance regulating the conduct of auctions and auctioneers reported several amendments to the ordinance as introduced and they are covered in the following reports:

Your law committee, to which was referred an ordinance regulating the conduct of auctions and auctioneers, has held further conferences with representatives of the auctioneers' associations and Better Business Bureau and as a result some further modifications have been made in the proposed ordinance as follows:

1. 36 is amended so as to provide that licenses for the year 1929 shall be issued without charge to persons who have already procured a license of such year from the Mayor.

2. 38 is amended so as to provide that at the expiration of 30 days, permission may be granted by the Commissioner of Public Safety in his discretion for the continuance of an

3. § 39 excludes from the limitations of the ordinance auctioneers' fees for extraordinary emergencies which may require an auction to continue beyond the 30 day period.

actually used such furniture and effects in his household in Rochester, provided a complete list of such furniture and effects, with the name and address of the person from whom purchased, has been previously filed with the Commissioner of Public Safety.

It is believed this provision will aid abuses.

4. The ordinance is to take effect March 1.
In all other respects the ordinance now proposed conforms to that referred to this committee on December 3, and your committee recommends its adoption.

To Submit Library Affairs to Council

The attitude of the councilmanic committee with reference to the Library Committee is explained in the following statement read to the council by Vice-Mayor Adler, chairman of the committee:

An article was published in the Times-Union this past week, quoting Charles H. Wiltse, president of the Board of Trustees of the public library, with reference to the negotiations between the City and the Reynolds Trustees, which may have created a wrong impression as to the Council and which I therefore feel impelled to correct.

The article quoted Mr. Wiltse as saying that the city has agreed to all proposals and conditions made by the Reynolds Trustees in their communications of Nov. 3, 1927, and May 2, 1928, and has agreed to erect a suitable central public library, to give the Reynolds Trustees exclusive administration, to expend over a period of 10 years an amount equal to that expended by the Reynolds Corporation for books, to turn over the Reynolds Corporation at an early date, to be administered by a chief librarian selected by the Reynolds Corporation and paid by the city and to have the Central Library known as "Central Reynolds Library."

Your Public Welfare Committee, which has been in charge of these negotiations, has been in the Council to understand that any final offer has been made to the Reynolds Trustees. We have stated to them that we would recommend to the Council the acceptance of the conditions imposed and that the operation of the city in the selection and payment of expenses of experts to study the library situation in Rochester and determine what is in the best interest of the city. Subject to your approval we have agreed that a central library would be built within five years. But the further proposition of control by the Reynolds board, turning the library to the Central Reynolds Library and the expenditure by the city for books of an amount equal to that spent by the Reynolds Corporation have not been agreed to by your committee.

These points have not been the subject of negotiations between the two committees. They were the voluntary and unanimous suggestions made by the trustees of the public library and may or may not be ultimately adopted. The fact that they have merely been submitted to the Reynolds Trustees as the suggestions emanating from the board of trustees of the public library.

My purpose in making this statement is first, to give full credit for these broad minded and liberal suggestions to the public library trustees, to whom it belongs, and second, to make clear to the Council that no definite offers have been made exceptation.

The protest of a group of residents in the Twenty-third ward against the assessment for Latta Road plank walk was received by the councilmanic committee. Councilman Nelson A. Milne and Supervisor Ferguson of the Twenty-third ward protested against the inequities of the assessment, asserting that property owners were being assessed that received no benefits.

A large volume of business came before the council including a resolution by Councilman Milne authorizing the Mr. Story to enter into contract with the Protective, Inc. for their service and the lighting of fire alarm boxes for 1929. Both resolutions were adopted. The street lighting ordinance for 1929 by Councilman Flynn was adopted, and Councilman Foulkes ordinance permitting Mr. Story to make a contract with the Humane Society, Convalescent Hospital for Children and authorizing the purchase of milk for charitable purposes without competition were adopted. The authorization of a contract with hospitals for their ambulance service, without competition, also was adopted.

Councilman Milne petitioned for a binder pavement and lights in Gloster Road, and Councilman Peake petitioned for an asphalt pavement in Walters Park. Gladstone Street and an asphalt pavement, with black base, in Raleigh Street.

City Manager Story announced the fixing of the position of chief examiner of the Municipal Civil Service Commission at a salary of \$3,000 a year. Louis E. Lazarus has been appointed to the place, continuing the work he did as secretary to the commission. Mr. Story also announced the establishment of a position as deputy purchasing agent, at a salary of \$2,500 and the place will be filled by a civil service commission examination.

The council received a communication from City Purchasing Agent Wendell Andrews to cover negotiations for the purchase of a parcel of land required for Emerson Avenue widening at \$2,359.89 from James L. Hotchkiss. Several other parcels of property are covered in the negotiations, with other owners, at the same rate per front foot as fixed by Mr. Hotchkiss. The communications were referred to the finance committee.

HALT IN SMOKE INSPECTION

The position of smoke inspector, with headquarters in the Lincoln Alliance Bank Building tower, will be vacant temporarily, Public Works Commissioner Baker said today in discussing the resignation of John C. Maxon, which took effect January 1.

The position is covered by a civil service rule, and an examination for it must be held to provide an eligible list before John G. Elendt, superintendent of buildings, may recommend a successor to Mr. Maxon.

Mr. Baker said the work was unusual and a study was to be made before asking the Civil Service Commission for an examination.

It developed today that there was a salary controversy which led Mr. Maxon to resign, that he considered he had developed the position of smoke inspector into one responsible worth at least \$3,500, and that Mr. Baker held that \$2,100 was the top for this year.

CITY KEEPS GRIP ON LIBRARY

That the city has no idea of turning over its central library project to the Reynolds Library trustees, for naming as a Reynolds memorial, or for Reynolds management, was made plain today by Councilman Adler in his report to the City Council Public Welfare Committee.

Councilman Adler advised the City Council last night that a recent newspaper interview with Charles H. Wiltse, chairman of the trustees, committing the city to such a bargain, was not founded in fact.

Mr. Adler said the only negotiations so far between his committee and the Reynolds trustees were to bring about a survey of the whole library situation, that some sort of merger of library interests between the city and the Reynolds trustees might result within the next five years.

"The Public Welfare Committee does not plan control of the city library shall pass to the Reynolds trustees, for them to name the manager or otherwise control the library situation," he said.

"Such suggestions may have originated with the library trustees, but they are not to be charged to the Council committee."

Conditions made by the Reynolds Trustees in their communication of Nov. 19, 1927, and to further conditions set forth May 3, 1928.

1—It offers to erect a suitable building for a Central Public Library without expense to the Reynolds Corporation and to give the Reynolds Library a perpetual home in the building, rent free.

2—It offers to give to the Reynolds board exclusive administration of the Central Public Library.

3—It offers to pay all expenses of administration of the Central Public Library; the Reynolds Corporation paying nothing.

4—It agrees that the Reynolds Corporation shall have its annual income to be devoted solely to the purchase of books which the Reynolds Corporation shall own.

5—It offers to expend, over a period of ten years, an amount equal to that expended by the Reynolds Corporation for books, the city to own the books purchased with its own funds.

6—It offers to turn over to the Reynolds Corporation, at an early date, the present Central Library in the City Hall Annex in order that it and the Reynolds Library may be administered by a chief librarian selected by the Reynolds Corporation and paid by the city.

7—It presents the offer of William F. Yust, now city librarian, to resign that post and accept a minor position in order that the Reynolds Corporation may be free to organize the central library personnel, as it sees best.

Appropriation Cut For Schools Brings Answer From Weet

Need of Additional Facilities Imperative, Says Superintendent—State Law Not Being Observed at Junior High, Declaration of Official.

By ALICE E. K. WOOD

The "absolutely vital need" of the items included by the School Board in their request for a \$2,095,000 appropriation, reduction of which to \$900,000 was recommended by the City Council's finance committee last night, was emphasized today by Superintendent of Schools Herbert S. Weet.

"I have not heard the need of these projects questioned," said Mr. Weet, "but lest there should be the shadow of a doubt in anyone's mind as to their necessity, I should like to make it plain that although in the past we have proceeded without them, the facilities have been so inadequate that we regard these projects as absolutely imperative."

The items which the finance committee recommended be omitted from the school appropriation were those concerning Washington and Jefferson Junior High Schools and elementary school 46 in Browncroft. The committee made it clear in its recommendation that the Board of Education would be free to revise its program within the recommended \$900,000 appropriation. In regard to the three projects which the committee considered might be delayed, Mr. Weet said:

"In Washington Junior High School there are upwards of 1,700 pupils. Not only is this well beyond the capacity of the building, but for some years now 7B grade pupils and several 7A grades have had to be withheld from this building because of the crowded condition. Not only this, but the building is lacking in adequate health facilities as well, and assembly hall facilities as well.

"It must be remembered that in the first place this was an elementary school building used for the first junior high school solely for the purpose of proceeding as carefully as possible in spending money on buildings until the exact nature of junior high school building facilities might be determined. That is, imperative that at the earliest possible date this building shall be put into permanent and adequate condition for the remarkably helpful work it is doing.

State Law Not Met "Jefferson Junior High School has never had any health education facilities. We are neither meeting the state law nor doing justice to the children. Former Mayor Edger-ton, as has been stated many times

before, had fully planned to erect at the time of the construction of the Jefferson Junior High School building a separate health and recreation building adjoining the school that could be used for health education in the school year and for recreational purposes for the entire community in the entire year.

"His plan had to be abandoned and consequently the building has stood during these years without any health education facilities at all. The only use of parts of certain existing buildings, they are not at all adapted to the purpose. Their use is necessarily interfered with by the use of the buildings for exposition purposes, and the passing to and from these buildings in all kinds of weather is not only a nuisance but a waste of time.

"The first section of a new elementary school building No. 46 in Browncroft was to be built primarily for the relief of No. 28 school at which nine portable buildings are now used, as well as to make school facilities more accessible for the 221 pupils who live in this section and who not only have to go long distances to No. 28, but who have to cross Winton Road from two to four times a day with its relatively heavy traffic.

"So far as the relief for No. 28 school building is concerned, however, it will in part be met by the new elementary school No. 52 that will be erected this year on Farmington Road. Indications are that the nine portables now used in connection with No. 28, five will be done away with through the erection of No. 52."

Mr. Weet said that the Board of Education would meet Thursday morning to consider the action of the Finance Committee. Until then, he added, it was impossible to determine what sections of the building program would be dropped in accordance with the recommended cut. Probabilities are, he said, that the three projects singled out by the Finance Committee for rejection would be those omitted by the board.

The City Council last night laid on the table until its next meeting the report of the finance committee concerning the school appropriation.

On invitation of city officials, Harrison G. Eddy, eminent sanitary engineer at Boston, is due to arrive here tomorrow to look over the lower river situation. Public Works Commissioner Baker announced.

Eddy will offer advice on how best to go about stopping by-passage of sewage at the city plant in Irondequoit during high water or capacity strain which has loomed as the principal cause of the alleged pollution.

Mr. Eddy also will be consulted relative to advisability of erecting a new disposal plant in Lower Maplewood Park to handle sewage from the Ten Ward.

It has been contended that a more acceptable solution would be found by piping the sewage over the river and up the one hundred foot east bank, and thence into sewers leading to the Irondequoit plant.

Mr. Baker said his engineering forces were of two opinions about disposing of the sewage from the Tenth Ward, which now empties into the lower river.

ASKS PETITION ON BOND ISSUE

Before Corporation Counsel Platt may go before the Legislature to ask for home rule legislation to approve local laws passed last year, to validate bonds issued and to be issued under the constitutional exemption voted by the people in 1927, consent of the City Council must be obtained, he said today.

To this end, he asked the council last night to authorize a petition to the Legislature. His request was referred to the Law Committee. "This means there will be no action at Albany before next month."

Mr. Platt said the city has the approval of New York bond experts on its course with exempt bonds, but would be safe by getting legislative approval.

In a large volume of routine business, the Council authorized City Manager Story to renew a contract with the Protective, Inc., for services with the fire department; the renewal of the annual contract for lighting fire alarm boxes, and contracts with the Humane Society for the Convalescent Hospital and for the purchase of milk for charitable purposes without competition.

City Manager Story announced changing of the title of Louis E. Lazarus from chief examiner and secretary of the Civil Service Commission to chief examiner and secretary of his salary at \$3,000. This is a raise from \$1,500.

The position of deputy purchasing agent at \$2,500 was created and will be filled by appointment for a civil service eligible. As yet, there has been no examination for the position.

Editor, Rochester Journal: To anyone said they would like to hear what some of the realers think of the ten cent fare. If the people of Rochester were not dead, the fare would not be ten cents. By that I mean the people should have fought the fare when they first got it, and not keep on raising the fare, when the people haven't anything to say.

The company goes to the mayor and tells him it cannot afford to ride in the cars at the present fare. The mayor agrees. He does not bring class, so why should he?

In New York City, they have a law for the rights of the people. The Subway Company in New York wanted to raise the fare to ten cents. Did they do it? No. Why? Because the people stood by the people and for their rights.

Let's have a few good backs the people's rights. A CITIZEN.

He said one group favored locating a disposal plant in lower Maplewood and the other pumping it across the river to main trunk leading to Irondequoit.

Some engineers were of the opinion that regardless of how well the plant might be controlled in Maplewood there would be times when it would become a nuisance.

In engaging Mr. Eddy, Mr. Baker said the city had turned to the experts of the country, as Mr. Eddy is consultant for Chicago, Milwaukee, Detroit, Cleveland, Toronto, Buffalo, Schenectady and other cities.

HAS SAVED CITY Mr. Eddy was one of the engineers who recommended the acquisition of Houeoye Lake as an additional source of city water.

The county complained that the city was negligent in handling sewage from the Tenth Ward and in permitting considerable of it to enter the river, contaminating Summerville beaches, and in allowing storm water periods, sew

MAKE POLICE, FIRE FUNDS SOUND

Investigation by Committee Started to Devise Plan for Their Solvency

CITY HELD OBLIGATED Several Millions Believed Needed for Pensions and Benefits to Men

By HIRSH MARKS

Investigation that is intended to devise a plan for restoring the solvency of the police and firemen pension funds was started yesterday afternoon with the first conference of the committee appointed under authority of the City Council.

The city manager charter provides that definite steps must be taken toward rehabilitating the police and firemen pension funds within two years and under recommendation of City Manager Stephen B. Story a committee made up of Mayor Joseph C. Wilson, Comptroller Clarence E. Higgins and George J. Nier, public safety commissioner and a representative each of the policemen and firemen was authorized to do the work.

Inspector Fred Young represented the police and Battalion Chief Alexander Sutherland the firemen and yesterday definite steps were taken to plan the investigation and to co-ordinate the work. George Buck, well known insurance actuary, has been engaged by the city, under authority of the Council, to co-operate with the investigators, and the compilation of the data will be in charge of Charles R. Dalton, assistant director of the Bureau of Municipal Research.

Permanency of Fund Sought Clerical help to tabulate the service records will be furnished by Commissioner Nier. All records will be tabulated to ascertain the pension standards of each policeman and fireman in keeping with the standards of the most conservative insurance companies.

This will insure the policemen and firemen and their dependents of the permanency and solvency of the funds. The problem is regarded as one of the major matters before the municipal government. It was so recognized in the drafting of the city manager charter and at the suggestion of Mr. Story, then director of the Bureau of Municipal Research, mandatory provisions were set up in the charter member of the police and fire bureaus must be fitted into the plan in its entirety.

City Said Obligated City Manager Story takes the position that it is an obligation on the part of the city to meet the pension requirements of the policemen and firemen and is directing his efforts to assure payment of the claims. The police fund is in slightly better financial position than the fire fund, to which the city each year has to make payments in order to sustain payments.

Mayor Wilson, who has given the matter much thought, together with Commissioner Nier and Comptroller Higgins, are in full accord with the position taken by Mr. Story and they assert that the work done that offers great possibility for constructive solution. The compilation of the service records is expected to take more than a month. Frequent meetings are expected to be conducted after the tabulation of the data is completed.

The Finance Committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler and Councilman Edward F. Flynn, recommended to the Council the fullest co-operation with Mr. Story in the solution of the problem and the compensation of Mr. Buck was authorized under ordinance unanimously passed.

Views believed to those of the Board of Education with reference to the proposed reduction by the Finance Committee of the Common Council of the \$2,095,000 request of the school authorities for a construction program to \$900,000 are covered in a statement made yesterday by Herbert S. Weet, superintendent of schools. The Finance Committee, made up of Mayor Wilson, Vice-Mayor Isaac Adler and Councilman Edward F. Flynn, in a report to the Council Monday evening recommended the reduction in the requested appropriation on the ground that all projects that are not absolutely necessary at this time should be deferred pending the formulation of the city plan and financial program.

Superintendent Weet takes the position that there isn't any doubt that all the construction requested by the Board of Education is a complete necessity.

Three Projects Disapproved "I have not heard the need of these projects questioned," said Mr. Weet, "but lest there should be the shadow of a doubt in anyone's mind as to their necessity, I should like to make it plain that although in the past we have proceeded without them, the facilities have been so inadequate that we regard these projects as absolutely imperative."

"The items which the finance committee recommended be omitted from the school appropriation were those concerning Washington and Jefferson Junior High Schools and elementary school 46 in Browncroft. The committee made it

clear in its recommendation that the Board of Education would be free to revise its program within the recommended \$900,000 appropriation. In regard to the three projects which the committee considered might be delayed, Mr. Weet said:

"In Washington Junior High School there are upwards of 1,700 pupils. Not only is this well beyond the capacity of the building, but for some years now 7B grade pupils and several 7A grades have had to be withheld from this building because of the crowded condition. Not only this, but the building is lacking in adequate health facilities as well, and assembly hall facilities as well.

"It must be remembered that in the first place this was an elementary school building used for the first junior high school solely for the purpose of proceeding as carefully as possible in spending money on buildings until the exact nature of junior high school building facilities might be determined. That is, imperative that at the earliest possible date this building shall be put into permanent and adequate condition for the remarkably helpful work it is doing.

State Law Not Met "Jefferson Junior High School has never had any health education facilities. We are neither meeting the state law nor doing justice to the children. Former Mayor Edger-ton, as has been stated many times before, had fully planned to erect at the time of the construction of the Jefferson Junior High School building a separate health and recreation building adjoining the school that could be used for health education in the school year and for recreational purposes for the entire community in the entire year.

"His plan had to be abandoned and consequently the building has stood during these years without any health education facilities at all. The only use of parts of certain existing buildings, they are not at all adapted to the purpose. Their use is necessarily interfered with by the use of the buildings for exposition purposes, and the passing to and from these buildings in all kinds of weather is not only a nuisance but a waste of time.

BUDGET CUT GETS REPLY FROM WEET

School Head Says All Work Outlined Necessary for Immediate Requirements

FACILITIES INADEQUATE

Junior Highs Crowded, State Laws Not Met, Children Are in Danger, Statement Says

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So far as the relief for No. 28 school building is concerned, however, it will in part be met by the new elementary school No. 52 that will be erected this year on Farmington Road. Indications are that the nine portables now used in connection with No. 28, five will be done away with through the erection of No. 52."

Mr. Weet said that the Board of Education would meet Thursday morning to consider the action of the Finance Committee. Until then, he added, it was impossible to determine what sections of the building program would be dropped in accordance with the recommended cut. Probabilities are, he said, that the three projects singled out by the Finance Committee for rejection would be those omitted by the board.

The City Council last night laid on the table until its next meeting the report of the finance committee concerning the school appropriation.

On invitation of city officials, Harrison G. Eddy, eminent sanitary engineer at Boston, is due to arrive here tomorrow to look over the lower river situation. Public Works Commissioner Baker announced.

Eddy will offer advice on how best to go about stopping by-passage of sewage at the city plant in Irondequoit during high water or capacity strain which has loomed as the principal cause of the alleged pollution.

Mr. Eddy also will be consulted relative to advisability of erecting a new disposal plant in Lower Maplewood Park to handle sewage from the Ten Ward.

It has been contended that a more acceptable solution would be found by piping the sewage over the river and up the one hundred foot east bank, and thence into sewers leading to the Irondequoit plant.

Mr. Baker said his engineering forces were of two opinions about disposing of the sewage from the Tenth Ward, which now empties into the lower river.

"The first section of a new elementary school building, No. 46 in Browncroft, was to be built primarily for the relief of No. 28 school, at which nine portable buildings are now used, as well as to make school facilities more accessible for the 221 pupils who live in this section and who not only have to go long distances to No. 28, but who have to cross Winton Road from two to four times a day with its relatively heavy traffic.

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The Council Monday night tabled until next meeting the report of the finance committee concerning the school appropriation.

Wants Boards to Act for Tax Reduction in City, County Editor Democrat and Chronicle:

With the coming of the New Year the taxpayers of the city are wondering what steps will be taken for a reduction of our taxes which this year will be higher both in city and county owing to the 20 per cent. increase in valuation.

May I make a few suggestions to our city councilmen and tax rate supervisors on how our taxes could be decreased? First, by cutting reduction of all city and county salaries to salaries paid in other cities of the same size. (Some of our city officials are paid higher than those in the city of Buffalo, which has a population of 605,000.) Second, the city ordinance has placed calling for a soft drink license for places selling soft drinks, \$10 for places closing at 11 o'clock and \$25 for places which close later.

This would not be an unfair tax considering the fact that a milkman pays a tax to sell milk to a grocery store and the grocer has to pay a tax to sell the milk which the milk dealer has already paid a license to sell.

Many of the taxpayers have bought homes on the installment payment plan and on account of the unsettled conditions have been unemployed and working part time and have been unable to pay last year's taxes, but the council has changed it now so that the city will expect one-half of this year's taxes this month.

The council had better come back to earth, we have another election coming.

A TAXPAYER.

Rochester, Jan. 4, 1929.

Would Have City Employees Map Broad Street Program Editor Democrat and Chronicle:

Would like to ask a little space in your column paper. We think the finance committee was right in not approving the recommendation of Mr. Story for \$15,000 for Broad Street survey. We have officials well qualified for that work. Our City Manager is all right. He is all the time thinking up some new ideas to benefit the city and applying appealing commissions to work out his different ideas. When the City Manager plan was first suggested it was and we wanted a man conversant with the needs of a first class city, and Mr. Story was picked as the man at the small sum of \$20,000 per year.

All he has to do is to sit and think where Rochester can be made better.

It is strange, too, when people come to Rochester from other cities and say what a beautiful city Rochester is, and so it is. It is far ahead of New York, Buffalo and other cities that we have seen, and is a nice city to live in.

If Mr. Story would spend his time looking into a few places that need cleaning up and not be raising the wages of already well paid officials.

If Mr. Story will do these things, the taxpayers will say, Hurrah for him.

A TAXPAYER.

Rochester, Jan. 4, 1929.

Offers Suggestions On Park Appointment

The Editor, Times-Union:

I have before me a copy of an advertisement, last November, with the heading "Wanted: A Director for the Rochester Bureau of Parks," and the following requirements and the following requirements:

"Applicants must have had not less than five years' experience in the planning, the landscaping, and the forestry of city parks, and other recreation centers. They will be required to pass an examination of the Municipal Civil Service Commission. They must be the graduates of a grammar school or its equivalent. Additional credit will be given for higher education, particularly in engineering, forestry and recreation. They should have the ability to meet the public, and discuss matters pertaining to the department."

The following should have been included, because it is universal in common school, and recent examinations:

"All statements made by applicants, as to their ability, and all answers to questions in this examination, either oral, or written, must be made in the presence of this commission, and not elsewhere."

In addition to all of above the one appointed must be known as a leader of men, not a driver, if he is to get the hearty co-operation of the men under him. He must be a credit to Rochester, in his meeting of prominent visitors from other cities, which he will have to do frequently.

Long and faithful service to the city is an admirable record. There are many city employees who have this record, but this is only one of many requirements that must be included if we are to have a real director.

This is a matter that will affect the pocketbook, and the pleasure of every taxpayer and renter. We are all partners in Rochester's future. Every city official, responsible directly or indirectly, for this appointment, can not afford to handle it except on the exact basis he would if his own private business were concerned.

The City Manager League started

this kind of a policy, let us adhere to it, and delay this matter long enough to secure the right man for this very responsible position by a thorough series of tests, and a verification of all statements made by applicants regarding their experience to this Civil Service Commission. That need not delay but a short time what has been discussed many months.

Among the present candidates H. T. Brown meets the requirements best. He is a recognized licensed civil engineer, a member of the National Society of Engineers, and the Rochester Society of Engineers. He has worked nearly many years in our parks with Mr. Laney, the late Mr. Dunbar and Doctor Sargent of the Arnold Arboretum, which very essential experience no other has. In other requirements, as a whole, he

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A LEAGUE SUPPORTER

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● **a City Plan**
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an estimate.
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major projects awaiting action laid down by the city council on a city plan. The matter is not rested in the past, it is for any further un-

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EXPERT OFFERS SEWER PLAN

Following the visit of Harrison G. Eddy, Boston sanitary engineer, to Rochester, city officials said today it had been decided a metropolitan sewer district could be created to serve not only Rochester, but its suburbs, Brighton, Irondequoit and Greece, as one solution of the present sewer problem.

Mr. Eddy, after a day's conference with Public Works Commissioner Baker and city engineers, withheld his opinion on pollution of the lower river and lake beaches by sewage.

Mr. Baker said Mr. Eddy had data compiled by city engineers and will make a decision after a study.

He must decide what should be done to stop by-passing of sewage from the Irondequoit disposal plant to the lake, and whether a disposal plant should be built in Maplewood Park, or the sewage from the Tenth Ward, now entering the river, be pumped to trunk sewers on the east side of the river running to the Irondequoit plant.

SCHOOL BOARD NOT TO ACT ON CUT IN BUDGET

No official action on the possible \$1,000,000 cut in its building budget by the Common Council, was expected to be taken by the Board of Education in its weekly session this noon, J. S. Mullan, secretary of the board, said.

With Herbert S. West, superintendent of schools, absent because of jury duty, Mr. Mullan believed that only routine matters would be disposed of by the board.

WAR MEMORIAL TABLET PLANS NEARLY READY

Dedication of Bronze with Roster of City's Heroes Expected Memorial Day

Plans for a memorial to Rochester soldier, sailor, and marine dead in the World War are well advanced under the direction of the memorial committee of the Monroe County American Legion, which is working in conjunction with City Manager Stephen B. Story.

An appropriation of \$3,500 was provided for the memorial by the City Council.

The monument will be in the form of a large bronze tablet containing the names of the military dead, and it is planned under the direction of the memorial committee and Mr. Story to erect it on the Broad Street facade of the City Hall.

When the Civic Center is erected, the tablet will be given a permanent location on one of the buildings. The plans will be ready for submission to the City Planning Board and the Art Commission for approval next week, and it is expected that the dedication will take place on Memorial Day.

The committee in charge of the memorial plans is made up of George G. Miller, chairman; Charles A. McNamara, Louis M. Kastner, and Frank Frey.

CITY MAY SET SEWER AREA TO AID DISPOSAL

Towns Would Be Included in District Under Plan Being Considered by Experts

Comprehensive data on the sewage problem in Rochester is being prepared for Harrison P. Eddy, expert, under the direction of Harold W. Baker, commissioner of public works. Mr. Eddy has just returned to New York after a visit to Rochester for conference with Commissioner Baker and other experts and it is expected that after an examination of all the data is completed a preliminary report will be filed sometime next month, with special emphasis on the Maplewood district problem, Commissioner Baker feels.

"The establishment of a metropolitan district, which will take in Rochester and adjacent towns, and co-ordinate the sewage disposal problem in the entire area, is seen by Commissioner Baker as a means of reaching the most economical, efficient and constructive solution of the sewage problem. He said that the discussion and investigation has not advanced sufficiently far to warrant conjecture whether this expedient would be employed, but asserted that with Mr. Eddy's co-operation the problem is being considered from all fundamental aspects.

Participating in the conference with Mr. Eddy, besides Commissioner Baker, were Henry L. Howe, director of the Bureau of Design and Construction; Edwin A. Fisher, former consulting city engineer; C. Arthur Poole, city engineer; John R. Skinner, sanitary engineer, and John Lewis, director of the Bureau of Maintenance and Operation.

CITY WILL LET 2 CONTRACTS

Two of the largest local improvement contracts of the new year are to be let before February 1, according to announcement today by Public Works Commissioner Baker. Both will mean the tearing up of two important thoroughfares, perhaps closing the intersection, before Spring.

One is for new sewers in Mt. Hope Avenue between Crittenden Boulevard and the city line at the Barge Canal, and the other is for sewers and paving Lake Avenue between Winchester Street and the Buffalo, Rochester and Pittsburgh Railroad bridge, with asphalt.

The former will be at an estimated cost of \$175,000 and the latter at \$225,000.

Mr. Baker said the Mt. Hope Avenue contract probably would be let on January 15, and the Lake Avenue contract on January 30, according to present plans.

Plans for the diversion of traffic around both construction jobs would be worked out just as soon as the contracts were let, Mr. Baker said. He said it was not expected that traffic would be wholly closed in Lake Avenue all the time the sewers are under construction, but that the section of Mt. Hope Avenue to be under construction would be cleared.

The Mt. Hope Avenue sewers will be followed by a new pavement in 1930, Mr. Baker said, in compliance with demands of the Automobile Club for a good road on one of the main arteries from the South into Rochester. Mt. Hope Avenue is the city end of West Henrietta Road.

Reinforcing Sided

The Times-Union has frequently called attention to the need of regional planning to reduce the total cost and increase the effectiveness of improvements throughout a wide area.

A concrete example of this need can be found in the statement of Harold W. Baker, commissioner of public works, regarding the sewage disposal problem in the Rochester district, both within and outside the corporate boundaries of the city.

Mr. Baker points out that city and town lines are man-made boundaries, which may bear little or no relation to topography. But the most economical and efficient sewage systems are designed to conform to the laws of nature. The slope of the land, natural outlets, and points of best location for sewage plants may not conform to the divisions of administrative jurisdiction.

In the circumstances, co-operation between the city and adjacent towns is necessary if good results are to be obtained in an economical manner.

This co-operation has been offered by Rochester and accepted in varying degree by the adjacent towns. But there is always difficulty and delay in making such arrangements in the absence of some definite co-ordinating agency.

Regional planning is the immediate answer to such requirements and may pave the way to metropolitan sewer or water systems.

CITY TO AWARD STREET, SEWER JOBS BY FEB. 1

Lake Avenue Improvements and Mount Hope Sewers Will Be Scheduled

The contract for the improvement of Lake Avenue between Winchester Street and the Buffalo, Rochester and Pittsburgh Railway tracks and for sewers in Mount Hope Avenue between Crittenden Boulevard and the Barge Canal will be let before Feb. 1, according to announcement of Harold W. Baker, commissioner of public works. The contract for the Mount Hope Avenue work is expected to be let on Jan. 15 and that for the Lake Avenue improvement on Jan. 30.

The prompt award of the contract will enable the contractors to start work so as to eliminate as much as possible the closing of the thoroughfares or the impeding of summer traffic, Commissioner Baker said. It is expected that the Lake Avenue construction will be completed before July 1. The improvement carries an estimate of \$225,000 and the Mount Hope Avenue project one of \$175,000. A pavement will be laid in 1930 in Mount Hope Avenue, in the section in which the sewers are to be laid, and will be in keeping with the policy of the city, Commissioner Baker asserted, to improve streets that lead to the highways entering Rochester.

Good Roads, Good Business City Should Meet State in Program of Providing Adequate Highways.

Build good roads; build good business. Plans projected by the State Highway Department for constructing 25.01 miles of highway in Monroe County this year will do both.

Important progress in completing the steadily increasing network of good roads this section needs is certain to be made in following the program prepared by Howard Smith, division engineer.

Particular interest is evinced in the proposal to widen Monroe Avenue from the city line to Pittsford, but the selection of work for the season bears evidence of careful, thoughtful planning.

What is to be undertaken indicates the state and county are willing to meet the city at the city line in a general program to give better streets and highways to the general public.

And such a policy SHOULD be met there, with wide, well paved city streets connecting with broad highways. To do so would be to continue the plans announced last year by City Manager Story.

To do so is to aid immeasurably in promoting the growth and prosperity of the community, for good business follows good roads.

Contract To Be Let For Improvement Of Lake Ave. By Feb. 1

Commissioner Baker Also Assures Action By Then On Mount Hope Avenue Sewers Between Crittenden Boulevard And Barge Canal.

Contracts for Lake Avenue improvement between Winchester Street and the B. R. & P. tracks and for sewers in Mount Hope Avenue between Crittenden Boulevard and the Barge Canal are to be let before Feb. 1, according to Commissioner of Public Works Harold W. Baker.

Engineering estimates for these two major projects are \$175,000 for Mount Hope Avenue sewers and \$225,000 for Lake Avenue improvement. Contract for Mount Hope Avenue will probably be let Jan. 15, and for Lake Avenue Jan. 30, Mr. Baker said.

Installation of asphalt pavement, a storm water sewer, curbs and a walk is included in the Lake Avenue improvement, and as soon as the contracts for this work and Mount Hope Avenue are let plans will be devised to handle traffic around the sections under construction.

It is not believed necessary to close Lake Avenue entirely while the sewer is being put in, but some difficulty is expected in this connection in the Mount Hope Avenue sewer work.

A new road in Mount Hope Avenue is planned for 1930 after the sewer work is completed. This, Mr. Baker said, is in line with the desire for good roads leading into the city.

BAKER RECALLS NOTHING ABOUT WEBB'S STORY

Some Trouble With Gas and Water Tanks at Airport Last Spring, However, He Admits.

Commissioner of Public Works Harold W. Baker today said he knew nothing of the incidents at the Rochester airport which caused Senator J. Griswold Webb of Dutchess County, chairman of the state legislative aviation commission, to say that he was "all through" with the Rochester field.

Commissioner Baker said that early last summer some trouble had been experienced at the airport relative to the gas and water tanks but that they had been examined and no reason for it found. After this thorough overhauling, no further trouble was experienced, he added, so that it had never been determined whether the trouble was caused by a leak of some kind or whether there had been water in the gasoline.

Senator Webb also announced today the plans to introduce a bill relieving owners of aviation fields from responsibility for crashes if they have provided reasonably safe facilities for landing.

He interprets the present law to mean that when municipalities mark their fields they issue no invitation to land and consequently are liable for damage if an aviator crashes. Consequently some field, notably in the Adirondacks, declined to erect appropriate field marks and signals.

Commissioner Baker refused to comment on this subject, saying it would be time enough to do so when Senator Webb's measure was introduced. Other cities are interested in the matter, he added, declaring that all are waiting for a definite decision.

Verbal Brickbats Hurlled By Senator At City's Airport

Albany Bureau

Albany—Senator J. Griswold Webb of Dutchess, chairman of the legislative aviation commission, says he is "all through" with the Rochester aviation field.

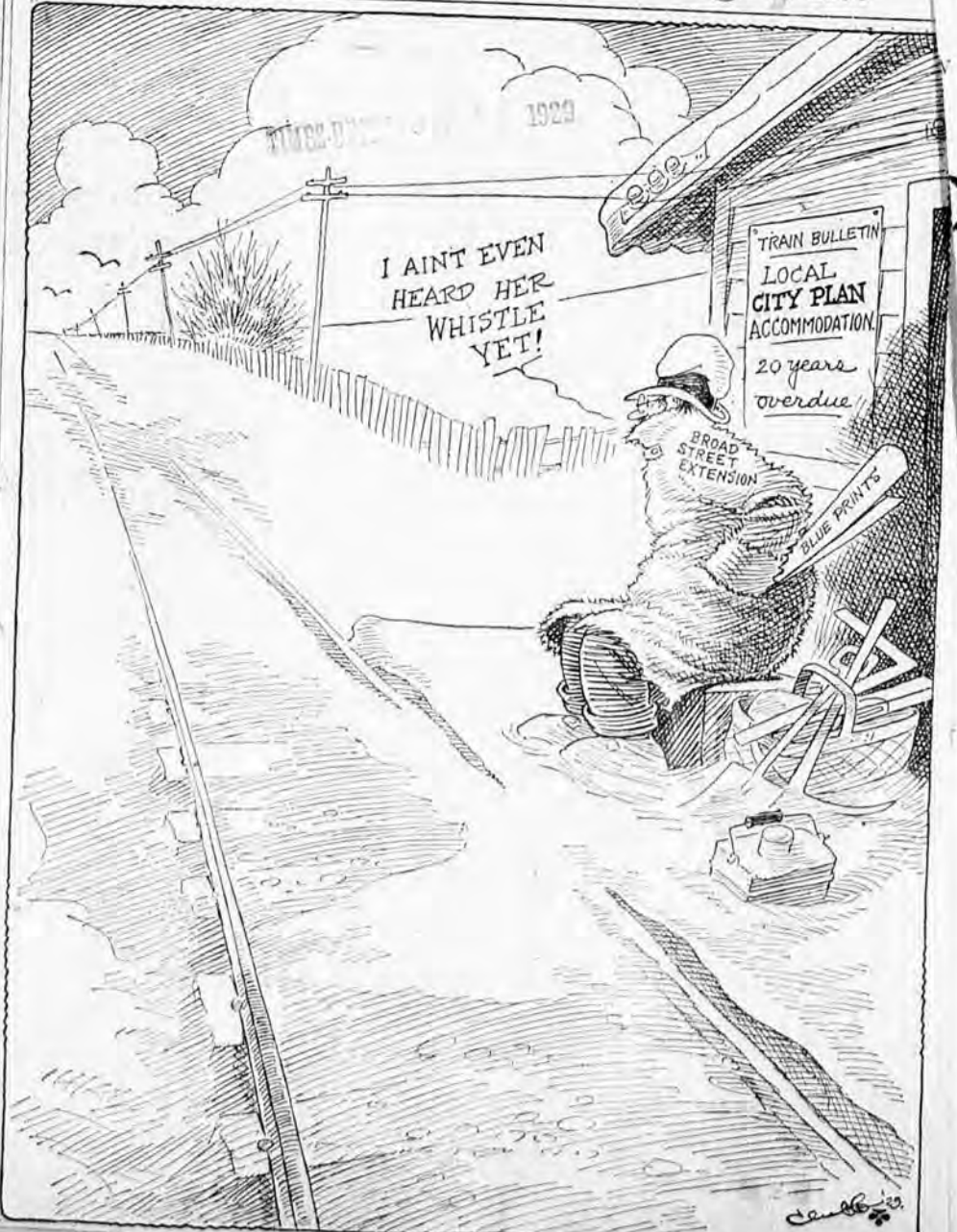
This, in his own words, is what happened to him there:

"The first time I landed we asked for 75 gallons of gasoline and they filled our gas tanks with 75 gallons of water."

"The second time we asked to have our oil tanks filled and they filled them with gasoline."

"If I should go again and I should ask for water, I suppose they would put tea and coffee in the radiator," Senator Webb, however, praised the aviation field proper. He said the Woodward field at Le Roy is the best in the state.

Looks Like a Long, Long Wait



Women's Club Challenge Benefit of Library

City Would Give Too Much for Even in Reynolds Merger, Declares Lei to Council, Asking Separate Development

Why should the city give so much and receive so little? This question is asked in a communication forwarded yesterday by the central library committee of the Women's City Club to Councilman Louis S. Foulkes urging that the city discontinue negotiations for a federation or amalgamation of Reynolds Library with the Rochester Central Library.

The communication, given out for publication yesterday afternoon, was signed by Mrs. Helen S. Jones as chairman of the central library committee of the club, and sent to Mr. Foulkes as chairman of the public welfare committee of the City Council.

The Women's City Club committee has concluded from statements published concerning the proposed union of the two libraries that the city would get from the union 100,000 volumes and \$31,000 a year and

would give 70,501 volumes, a central library building running into millions and control of funds and properties of the city to a private corporation.

Ask Independent Library After reviewing the negotiations for the union of the two libraries, the women say: "We hope that you will consider that you have failed, that you will withdraw all tentative proposals, and use your best efforts to provide independently a Rochester Central Library."

Reynolds Demands Said Large The communication in full as sent by the women to Councilman Foulkes follows:

"It has long seemed to all of those with the library welfare of Rochester at heart that ultimately a central library should come through the combination of existing libraries. From the point of view that a union or combination of the Reynolds and Public Libraries was to be desired above all things the proposed terms of union as suggested by the Public Library trustees are to be commended in the words of Mr. Adler, as 'broad minded and liberal.' While the Reynolds Library trustees might well have been expected to grasp at these generous terms, it appears from the letter from Mr. Carnahan, published in The Democrat and Chronicle, Dec. 25, 1928, that the proposed terms are still insufficient to meet their demands, that they are still hesitant and reluctant, and desire further information and expert advice as to which of three possible courses would result in the greatest benefits to the public of Rochester, namely, an association with the City of Rochester, an association with the University of Rochester, or the continued independent existence of the Reynolds Library."

"It is specifically with this question of the 'greatest benefit to the public of Rochester' in mind that we wish to comment on these proposed terms. And by 'proposed terms' are meant not those in their entirety as suggested by the Library Board, but the proposals with the reservations made by your committee, as indicated in Mr. Adler's statement in The Times-Union Jan. 8.

Legality of Union Questioned "The city at this time feels itself apparently in a position to guarantee, subject to the approval of the Council, the erection of a central library building within a period of five years. The city would guarantee the permanent maintenance of that building, involving upkeep and running expenses for all time. The cost of these two items to the city must necessarily be enormous. In addition, collection of 70,501 volumes now at 24 Court Street, and finally it would yield control, wholly or in part, depending upon final articles of agreement of all of the above funds and properties to a private corporation. The legal question might well be raised in this last connection as to the power of the Council to turn over to a private corporation so large a portion of the City's funds even if it wished to do so.

Reynolds Can Offer Little "It seems pertinent to ask, therefore, just why the city should give so much and get so little from this proposed plan of union. The book collection which the city would bring to that union is at the moment 70 per cent. of the Reynolds collection, and while there are few rare or out of print volumes in it, this collection is usable, practical, and almost entirely new. The city in 1928 appropriated over \$312,900 for maintenance of its public library system, \$50,000 of this going for the Central Library alone. The annual income which Reynolds would bring is only 9 per cent. of that total amount which the city actually used last year. Neither in its book collection nor its income, therefore, is Reynolds Library in a position to offer the city anything for which the city should be expected to make concessions of any importance.

The vigorous interest everywhere manifested in the library is

A comparative statement of what the city will receive and what it will give is put in parallel form by the women as follows:

WHAT CITY WOULD GET FROM UNION WITH REYNOLDS	WHAT CITY WOULD GIVE IN UNION WITH REYNOLDS
Collection of approximately 100,000 volumes.	Collection of 70,501 volumes now in Central Library, 54 Court St.
\$31,082 a year income. ("Average annual net income for the ten years ending May 31, 1927, was \$31,082.")	A central library building within 5 years, including equipment. (The recently built Los Angeles Central Building cost with equipment \$2,500,000.)
This being income from:	Entire maintenance of that building for all time. (A conservative estimate is 10 per cent. of cost of building.)
1. Reynolds Arcade worth over \$700,000.	Control to some extent of all the above funds and properties to a private corporation.
2. Invested funds amounting to \$355,000.	
Note: The Spring Street property is omitted from figures because it is generally conceded that this would revert to the heirs in case of amalgamation.)	

situation makes the moment ripe for action. It will cost the city no more to build its central library building within the next five years if it does so independently. By cost no more to maintain that building for all time. If it does so independently, by the time that building is completed to that expended by the Reynolds Corporation for book purchase, but reasonably expected to have this had not been agreed to by your committee, according to Mr. Adler's statement.

Reynolds Resources Small "The Reynolds Library can contribute in return for all of this, first, its collection of approximately 100,000 volumes; and second, its annual income of a little over \$31,000. This figure was taken from the statement, published in The Democrat and Chronicle on Aug. 17, 1927, issued by a committee of the Reynolds Library Board of which Mr. Schuyler Davis was chairman, reading as follows: "The average annual net income of the Reynolds Library for the ten fiscal years ending May 31, 1927, was \$31,082. The sum represents net income from Reynolds Arcade estimated as worth about \$700,000, and from invested funds amounting, according to the same statement, to about \$355,000.

Rundel Bequest Public Trust "The Reynolds Library trustees are guarding their trust to the utmost. The city also has a public trust in the matter of the magnificent Rundel bequest. Let a building be built using these funds, paying the most meticulous attention to the wishes of the donor and the spirit of that bequest and making it truly a memorial to that other public spirited citizen who, like Mortimer Reynolds, wished to benefit the public of his city.

"We are gratified for the assurance in Mr. Adler's statement that no negotiations have as yet been completed between the city and the Reynolds corporation. Your committee is to be commended for its efforts to secure for the public of Rochester the Reynolds collection. We hope that you will now consider that you have failed, that you will withdraw all tentative proposals, and use your best efforts to provide independently a Rochester Central Library."

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Suggest Permitting Director Of Police To Govern Parking

Charles R. Dalton of Municipal Research Bureau Submits Ordinance to Enable Less Cumbersome Revision of Some Traffic Rules.

The director of police would be allowed discretionary powers in establishment of parking regulations and one-way streets according to a suggested new traffic ordinance drawn up by Charles R. Dalton, assistant director of the Bureau of Municipal Research, which will be submitted to Corporation Counsel Clarence M. Platt next week.

It is expected that after Mr. Platt makes such changes and additions as he sees fit the ordinance will be submitted to the City Council.

The proposed ordinance is based on the theory that traffic regulations fall naturally into two groups—those fairly permanent and those subject to frequent change.

It is jurisdiction over this second group that Mr. Dalton proposes to delegate to the police director. The group would include regulations concerning place and length of parking time, such as 20-minute, one-hour or daytime parking limitations; designation of one-way streets, and right- and left-hand turns.

Permanent regulations, such as the speed limit, parking near hydrants and street car stops, width of vehicles and the like are included specifically in the ordinance itself.

Some Question as to Legality

"There is some question as to the legality of the proposed delegation of discretionary power to the police director," explained Mr. Dalton today. "We feel, however, that these matters are subject to such frequent change that they fill the traffic ordinance with unnecessary and cumbersome machinery."

"At present the document has long lists of streets where parking is permitted at certain times, or prohibited, or permitted on only one side, and every time it is found to be out of date the council has to pass an ordinance. Our theory is that in these matters the council would simply take the advice of the police director anyway, and it would save much time and red tape if such minor changes did not have to be passed on by it."

Experience having shown that certain traffic regulations require frequent change to meet changing conditions, it is proposed to submit to the City Council a new traffic ordinance giving the director of police authority to modify such regulations as required. Place and length of parking time, designation of one-way streets, and rules for turns are given as examples.

Permanent regulations, such as the speed limit and parking near hydrants or car-stops, are to be included specifically in the ordinance.

In the circumstances, this seems a useful administrative rule, eliminating red tape and avoiding frequent revision of the ordinance.

The proposed ordinance, which has been drafted by Charles R. Dalton of the Bureau of Municipal Research, with the aid of a subcommittee of the Safety Council, Rochester Chamber of Commerce, consisting of Police Chief Andrew J. Kavanaugh, Leon R. Brown, chairman of the traffic committee, Rochester Engineering Society, and Roger De Wolf, Rochester Gas & Electric Corporation.

NEW TRAFFIC CODE PROPOSED

The communication from the Women's City Club in relation to the Reynolds Library comes as a great surprise, reads the statement from Vice-Mayor Isaac Adler.

"The Women's City Club has perhaps the most active organization in the city in urging the importance of retaining the Reynolds Library downtown, where it would be easily accessible to the citizens of Rochester and where, in their opinion, its valuable resources would be of greatest benefit. Now we are told that these resources after all don't amount to much and that all further negotiations should be broken off."

"The reason for this volte face is that in their opinion the city is paying too heavy a price for the union they say the city is giving the Reynolds trustees a collection of new books, almost as large as the Reynolds collection; a central library building, including equipment, entire maintenance and to some extent control of all the above funds and properties in exchange for 100,000 volumes and an income of \$21,082 a year."

"The contribution to be made by the Reynolds trustees is I believe accurately stated as of this date, though my understanding is that when the Arcade property is sold, the income of the Reynolds fund will be considerably increased. But that is a matter of minor consequence. The important thing to consider is whether or not the union here proposed would be to the advantage of the city."

Misconception Seen

Is there not a misconception in considering this agreement as a bargain between two contracting parties, in which each is giving up certain assets or rights to the other? I believe that neither of the parties to this agreement is looking for any advantage and that the sole consideration in the minds of both is the larger interest of the city as a whole.

"Viewed from this standpoint it is not in my judgment very material how much each of the parties is contributing, but it is of the greatest importance to know whether or not the city as a whole will benefit under the proposed agreement."

"Most of what the city here is represented as giving the city would in any event be bound to furnish whether the union was effected or not. Its collection of books now in the central library would of course be a part of its new central library; the library building the city must in any event erect; the city must equip it and maintain it. So far therefore the city is giving nothing which it will not be obliged to furnish whether a union is effected or not."

In suggesting that the speed limit on arterial highways be raised to 30 miles an hour, the draft of the proposed ordinance is making the law conform closer to accepted practice. In some of the larger cities it has actually become necessary for the police to keep traffic moving along smartly and prevent the slow driver from holding up the procession.

Women's Club Plea To Abandon Merger Plan Held Surprise

Group Among Original Backers of Project to Unite City and Reynolds Libraries, Says Vice-Mayor Adler—Non-Political Directorate Is Favored.

By ALICE E. K. WOOD

That the City Council public welfare committee stands ready to assist in the selection and payment of a group of experts to study the possible consolidation of the Reynolds and Rochester Central libraries was stated in a letter sent today by the committee's chairman, Councilman Louis S. Foulkes, to the Women's City Club Central Library committee.

The latter group wrote to Mr. Foulkes Saturday that it hoped negotiations between the city and the Reynolds Library would be discontinued and that the city would prepare to go ahead independently with the erection of a central library.

"While no formal decision has been reached we look with favor upon the suggestion that experts be invited to review the situation in all its aspects and make recommendations as to the best plan of procedure," wrote Mr. Foulkes to the Women's City Club committee. "Our committee has offered to assist in the selection and payment of such experts."

"It is our judgment . . . that we should continue our friendly relations with the Reynolds Library trustees until a report of the experts is received."

In a letter from George A. Carnahan, president of the Reynolds Library Board, published in the proceedings of the City Council of Dec. 24, he stated that his board was going to appoint a committee of experts to advise concerning a future course of action. Joseph T. Alling, chairman of the committee charged with the selection of these advisers, when questioned over the telephone today declared he had nothing to say on the matter.

Price Held Too High

The Women's City Club letter stressed the fact that the trustees of the city Public Library had expressed willingness to give control of a Central Library, formed by a

merger between the city and Reynolds libraries, to the Reynolds board, and said that if this proposal, as well as some of the others, were adopted by the city, it would be giving too much in payment for the amalgamation.

In commenting on the letter Vice-Mayor Isaac Adler, a member of the council's public welfare committee, pointed out that the modern trend in public library development is to place control in a board of trustees having no political connection with the municipality. He instanced the New York City Public Library, a majority of the trustees of which are private citizens representing the Astor-Tilden-Lenox foundations, and the Buffalo Public Library which is controlled by group of much the same character.

Board Commended

"The Reynolds board is representative of the best type of citizenship in Rochester," he declared, "and the library interests of the city would, I believe, be perfectly safe in its hands."

He pointed out, however, that the council's public welfare committee had taken no action on the proposal of amalgamation put forward by the city's public library trustees.

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PETROSSI CASE BRIEFS FILED

Briefs of arguments by opposing counsel in the case of John Petrossi, wealthy paving contractor indicted for bribery, who seeks to inspect the grand jury minutes, were in the hands of Supreme Court Justice Willis K. Gillette today.

Petrossi moved for inspection of the minutes preliminary to asking dismissal of the indictment on the ground that Assistant District Attorney Fred S. Holbrook precluded the grand jury while the case was being presented.

Mr. Holbrook accused him of guilt when he appeared before the grand jury, Petrossi charges.

The briefs were submitted by Anthony Miceli, attorney for Petrossi, and Mr. Holbrook, who denies partiality in the presentation. These attorneys argued the motion three weeks ago.

Petrossi is accused of attempting to bribe Edward J. Lynd, city inspector, to pass receipts for undelivered paving material last June in return for a \$60 bribe.

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It is jurisdiction over this second group that Mr. Dalton proposes to delegate to the police director. The group would include regulations concerning place and length of parking time, such as 20-minute, one-hour or daytime parking limitations; designation of one-way streets, and right- and left-hand turns.

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BOND ISSUE ORDINANCES INTRODUCED

Bills Before Council Would Give City \$4,720,000 to Fund Temporary Notes

NOTE RENEWAL SOUGHT

City Manager Story and Mayor Wilson Both Absent with Colds

Ordinances providing for the issue of \$4,720,000 in municipal bonds by Comptroller Clarence E. Higgins were introduced in the City Council last evening by Councilman Edward P. Flynn and were referred by Vice-Mayor Isaac Adler to the finance committee for consideration.

The bonds will fund temporary obligations of the city, and will run from twelve to thirty years. Last year \$5,710,000 in bonds were issued.

Story, Wilson, Absent with Colds

In the absence of Mayor Wilson, who has a cold, Vice-Mayor Adler presided. City Manager Stephen E. Story was also absent with a cold, and Harold W. Baker, commissioner of public works, was acting city manager. Commissioner Baker read the following communication from City Manager Story, giving the pertinent facts regarding the municipal financing covered by the bond issue authorized by the ordinance.

In connection with the various bonds ordinances which are to be presented to the Council at tonight's meeting, the following information is being furnished:

The bonds to be issued will be known as the 1929 issue, and in the aggregate amount to \$4,720,000. The purpose of the issue is to fund temporary notes which have been issued from time to time during the year 1928 to pay for capital projects authorized by this and previous council actions. They will be eight different issues as follows:

General local improvements (assessments) \$ 825,000
Special local improvements (assessments) 1,225,000
Municipal improvement (city at large share on local improvements) 300,000

Total local improvements 2,350,000
Municipal Aviation Field 135,000
Municipal land purchase 175,000
Transit subway construction 500,000

Total general city improvements \$700,000
School construction 1,450,000
Water works improvements 50,000

Notes totaling \$45,000 for expenses in connection with elimination of grade crossings at Elmwood Avenue and Winton Road are not being funded until a final determination of the city's share of the expense is made by the Public Service Commission.

The bond issues for the last five years were as follows:

1924 \$4,200,000.00
1925 4,800,000.00
1926 5,650,000.00
1927 4,610,000.00
1928 5,710,000.00

Of the proposed issue of \$4,720,000, the city at large will carry \$2,620,000, and the balance of \$2,100,000 will be made up from bond assessment collections and water rents.

Under the provisions of the ordinance the charge for printing the bonds will be made against the city at large, and Wendell Andrews, city purchasing agent, was authorized to have work done without competitive bidding.

Comptroller Higgins is authorized to execute the ordinance.

Editor, Rochester Journal:

It is interesting to note the comments in regard to the selection of a Park Department head. So far as appointing an out of town man is concerned, I would say it would be better to have a man who knows the job, no matter where he comes from, than to put someone at the head, just because he is a local man.

As to Henry T. Brown, he is a college graduate and an engineer who has been in the Park Department many years, and it is not questioned that he would make an excellent executive. He has helped make the parks what they are. Furthermore, he would add prestige to the department.

The appointment should go to Mr. Raitt or Mr. Brown. I would prefer Mr. Brown, because he has engineered the parks to a high place and has been a big figure in their activities. He is highly educated, the kind we need.

He is a local man, intelligent, and the kind of whom Rochester is proud. We would like to see him advance, because he deserves it.

ONE WHO KNOWS.

Relief of trolley companies from part of the burden of paving costs has been actively advocated in Rochester by Councilman Harry C. Goodwin, and also by Charles R. Barnes, commissioner of railways.

Editor, Rochester Journal:

Since the office of commissioner of parks is vacant and several men are being considered to occupy that position, I suggest that Patrick Slavin because of his many years of helpful service to the parks, should be appointed.

Mr. Slavin has served this department for many years with zeal and care. He has introduced certain improvements which have added immensely toward the pleasure of the people who often visit the parks to spend a restful or enjoyable day.

He has given his utmost efforts in supplying the needs of the people. He is without a doubt the best qualified candidate for the position and should be given more consideration. It would be a sort of an injustice to appoint someone other than Mr. Slavin.

DANIEL LEBUTTI,
No. 361 Smith Street.

PAVING BILL PLANNED FOR TROLLEY AID

Another Attempt Likely at Albany to Reduce Street Taxes of Utilities

THAYER TO TRY AGAIN

Similar Measures in Past Have Always Met Defeat in Legislature

Albany Bureau Democrat and Chronicle

Albany, Jan. 14.—Another effort to relieve street railway companies from a part of paving costs they now bear will be made at the present legislative session, according to present plans.

Senator William T. Thayer of Chateaugay, chairman of the Senate public service committee, said today that another bill modeled after the one he sponsored at the 1928 session, will be given to the Legislature at an early date. He has championed the cause of traction companies in their crusade for paving cost relief in past years.

All Former Bills Failed

Bills to accomplish modification of the present law, requiring street railway companies to pave between tracks and two feet outside, have been before the Legislature for the last ten years, but none succeeded in running the gauntlet, in spite of the fact that street railway interests have contended that the financial position of the majority of traction companies requires that the carriers be relieved of at least a portion of their paving expenses.

Last year's paving relief bill was drawn by a committee of representatives from the State Conference of Mayors, street railway companies, the State Tax Department, and other agencies. Though it met with no objection from New York communities, a sufficient number of cities opposed it to bring about its defeat.

The State Conference of Mayors is not likely to extend active co-operation in assisting this year's bill.

Asked Reduced Area

The measure advanced in 1928 would have reduced the area which companies would be required to maintain in repair to that portion of thoroughfares between both rails of each of its tracks and would require a company to restore such portions of the remaining areas as shall have become in need of repairs by reason of the existence of the car tracks. Local city authorities would be empowered to contract with any street railway company for such further reduction of the area as they might deem appropriate.

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"The council has adopted constructive legislation, has made authorizations which this year will result in much greater legislative improvement. The corporation council's office is revising the entire municipal code."

"One innovation brought about by the new government was the audit of all departmental financial records. The audit has served to indicate certain weaknesses in the municipal procedure which we are now taking steps to correct. Unfortunately among the results of this audit has been the exposure of defalcations in two city offices."

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Surplus City Funds Despite Unexpected Burden, Says Story

Manager Tells Engineers That Even With Large Emergency Expenditures, Rochester's Annual Financial Report Will Show Comfortable Margin.

Rochester's annual financial report will show a "very sizeable" surplus, in spite of large emergency expenditures not apparent when the 1928 budget was compiled, City Manager Stephen B. Story told a joint meeting of the American Institute of Electrical Engineers and the Rochester Engineering Society this noon at the Sagamore.

Mr. Story spoke on "Retrospect and Forecast of City Manager Government in Rochester." He outlined accomplishments of the new government and traced the effect which they will have on the conduct of city business this year.

"This year I think for the first time all of the city departments, bureaus, boards and offices with the exception of charities and those relating to charities, have lived well within their appropriations," he said regarding the financial condition of the city.

"We have appropriated to the Department of Charities, the World War Relief, and the G. A. R. Relief and to the care of indigent sick \$22,000 more than we planned to spend at the beginning of the year. These supplemental appropriations have been made possible without calling upon the taxpayers for a cent more than we originally intended in the budget and, in spite of these new and unusual demands we will finish the year with a very sizeable surplus."

Receipts Unexpectedly Large

Unexpectedly large receipts by the city and efficient administration of the city offices combined to make this possible, Mr. Story explained. The city received considerable increase in its share of the state income tax.

"Under city manager government, the form of government of the city was entirely changed," Mr. Story said in outlining the accomplishments of the administration and "All matters have been discussed Council and tended to increase the confidence of the people in the council itself and remove the feeling that things are going on behind the scenes and are cut and dried when they come before the council for action."

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Suggest Permitting Director Of Police To Govern Parking

Charles R. Dalton of Municipal Research Bureau Submits Ordinance to Enable Less Cumbersome Revision of Some Traffic Rules.

The director of police would be allowed discretionary powers in establishment of parking regulations and one-way streets according to a suggested new traffic ordinance drawn up by Charles R. Dalton, assistant director of the Bureau of Municipal Research, which will be submitted to Corporation Counsel Clarence M. Platt next week.

It is expected that after Mr. Platt makes such changes and additions as he sees fit the ordinance will be submitted to the City Council.

The proposed ordinance is based on the theory that traffic regulations fall naturally into two groups—those fairly permanent and those subject to frequent change.

It is jurisdiction over this second group that Mr. Dalton proposes to delegate to the police director. The group would include regulations concerning place and length of parking time, such as 20-minute, one-hour or daytime parking limitations; designation of one-way streets, and right- and left-hand turns.

Permanent regulations, such as the limit on parking near hydrants, and the width of streets, are to be left to the City Council.

No Radical Changes
The proposed ordinance does not make any radical changes from the one now in force though it is described as slightly more favorable to the pedestrian.

It increases the legal speed limit on arterial highways to 30 miles an hour in comparison with the limit of 20 miles now in force.

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Women's Club Plea To Abandon Merger Plan Held Surprise

Group Among Original Backers of Project to Unite City and Reynolds Libraries, Says Vice-Mayor Adler—Non-Political Directorate Is Favored.

By ALICE E. K. WOOD
That the City Council public welfare committee stands ready to assist in the selection and payment of a group of experts to study the possible consolidation of the Reynolds and Rochester Central libraries was stated in a letter sent today by the committee's chairman, Councilman Louis S. Foulkes, to the Women's City Club Central Library committee.

The latter group wrote to Mr. Foulkes Saturday that it hoped negotiations between the city and the Reynolds Library would be discontinued and that the city would prepare to go ahead independently with the erection of a central library.

"While no formal decision has been reached we look with favor upon the suggestion that experts be invited to review the situation in all its aspects and make recommendations as to the best plan of procedure," wrote Mr. Foulkes to the Women's City Club committee.

"Our committee has offered to assist in the selection and payment of such experts."

"It is our judgment . . . that we should continue our friendly relations with the Reynolds Library trustees until a report of the experts is received."

In a letter from George A. Carnahan, president of the Reynolds Library Board, published in the proceedings of the City Council of Dec. 24, he stated that his board was going to appoint a committee of experts to advise it concerning a future course of action.

Joseph T. Ailing, chairman of the committee charged with the selection of these advisers, when questioned over the telephone today declared he had nothing to say on the matter.

Price Held Too High
The Women's City Club letter stressed the fact that the trustees of the city Public Library had expressed willingness to give control of a Central Library, formed by a

merger between the city and Reynolds libraries, to the Reynolds board, and said that if this proposal, as well as some of the others, were adopted by the city, it would be giving too much in payment for the amalgamation.

Petrosi is accused of attempting to bribe Edward J. Lynd, city inspector, to pass receipts for undelivered paving material last June in return for a \$60 bribe.

Board Commended
"The Reynolds board is representative of the best type of citizenship in Rochester," he declared, "and the library interests of the city would, I believe, be perfectly safe in its hands."

He pointed out, however, that the council's public welfare committee had taken no action on the proposals of amalgamation put forward by the city's public library trustees.

Misconception Seen
The income of the Reynolds fund will be considerably increased. But that is a matter of minor consequence. The important thing to consider is whether or not the union here proposed would be to the advantage of the city.

Misconception Seen
Is there not a misconception in considering this agreement as a bargain between two contracting parties, in which each is giving up certain assets or rights to the other? I believe that neither of the parties to this agreement is looking for any advantage and that the sole consideration in the minds of both is the larger interest of the city as a whole.

"Viewed from this standpoint it is not in my judgment very material how much each of the parties is contributing, but it is of the greatest importance to know whether or not the city as a whole will benefit under the proposed agreement."

"Most of what the city here is represented as giving the city would in any event be bound to furnish whether the union was effected or not. Its collection of books now in the central library would of course be a part of its new central library; the library building the city must in any event erect; the city must equip it and maintain it. So far therefore the city is giving nothing which it will not be obliged to furnish whether a union is effected or not."

"The contribution to be made by the Reynolds trustees is I believe accurately stated as of this date, though my understanding is that when the Arcade property is sold, it will be \$31,082 a year."

In suggesting that the speed limit on arterial highways be raised to 30 miles an hour, the draft of the proposed ordinance is making the law conform closer to accepted practice. In some of the larger cities it has actually become necessary for the police to keep traffic moving along smartly and prevent the slow driver from holding up the procession.

This matter of uniform traffic rules is of growing importance. The more cities and other political units get together on their regulations, the easier it will be for motorists passing from one city or state to another to know what they should do.

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PETROSSI CASE BRIEFS FILED

Briefs of arguments by opposing counsel in the case of John Petrossi, wealthy paving contractor indicted for bribery, who seeks to inspect the grand jury minutes, were in the hands of Supreme Court Justice Willis K. Gillette today.

Petrosi moved for inspection of the minutes preliminary to asking dismissal of the indictment on the ground that Assistant District Attorney Fred S. Holbrook prejudiced the grand jury while the case was being presented.

Mr. Holbrook accused him of guilt when he appeared before the grand jury, Petrossi charges.

The briefs were submitted by Anthony Miele, attorney for Petrossi, and Mr. Holbrook, who denies partiality in the presentation. These attorneys argued the motion three weeks ago.

Petrosi is accused of attempting to bribe Edward J. Lynd, city inspector, to pass receipts for undelivered paving material last June in return for a \$60 bribe.

Ordinances providing for the issue of \$4,720,000 in municipal bonds by Comptroller Clarence E. Higgins were introduced in the City Council last evening by Councilman Edward P. Flynn and were referred by Vice-Mayor Isaac Adler to the finance committee for consideration.

The bonds will fund temporary obligations of the city, and will run from twelve to thirty years. Last year \$5,710,000 in bonds were issued.

Story, Wilson, Absent with Colds
In the absence of Mayor Wilson, who has a cold, Vice-Mayor Adler presided. City Manager Stephen E. Story was also absent with a cold, and Harold W. Baker, commissioner of public works, was acting city manager.

Commissioner Baker read the following communication from City Manager Story, giving the pertinent facts regarding the municipal financing covered by the bond issue authorized by the ordinance.

In connection with the various bonds ordinances which are to be presented to the Council at tonight's meeting the following information is being furnished:

The bonds to be issued will be known as the 1928 issue, and in the aggregate amount to \$4,720,000. The purpose of the issue is to fund temporary notes which have been issued from time to time during the year 1928 to pay for capital projects authorized by this and previous councils.

There will be eight different issues as follows:

General local improvements (assessments) \$ 825,000
Special local improvements (assessments) 1,225,000
Municipal improvement (city at large share on local improvements) 300,000

Total local improvements 2,350,000
Municipal Aviation Field 135,000
Municipal land purchase 175,000
Transit, subway construction 100,000

Total general city improvements \$70,000
School construction 1,450,000
Water works improvements 50,000

Notes totaling \$45,000 for expenses on connection with elimination of grade crossings at Elmwood Avenue and Winston Road are not being funded until a final determination of the city's share of the expense is made by the Public Service Commission.

The bond issues for the last five years were as follows:

1924 \$4,200,000.00
1925 4,800,000.00
1926 5,650,000.00
1927 4,615,000.00
1928 5,710,000.00

Of the proposed issue of \$4,720,000, the city at large will carry \$2,620,000, and the balance of \$2,100,000 will be paid from local assessment collections and water rents.

Under the provisions of the ordinance the charge for printing the bonds will be made against the city at large, and Wendell Andrews, city purchasing agent, was authorized to have work done without competitive bidding.

Comptroller Higgins is authorized to issue the bonds.

As to Henry T. Brown, he is a college graduate and an engineer who has been in the Park Department many years, and it is not questioned that he would make an excellent executive. He has helped make the parks what they are. Furthermore, he would add prestige to the department.

The appointment should go to Mr. Raitt or Mr. Brown. I would prefer Mr. Brown, because he has engineered the parks to a high plane and has been a big figure in their activities. He is highly educated, the kind of whom Rochester is proud. We would like to see him advance, because he deserves it.

ONE WHO KNOWS.

BOND ISSUE ORDINANCES INTRODUCED

Bills Before Council Would Give City \$4,720,000 to Fund Temporary Notes

NOTE RENEWAL SOUGHT

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Editor, Rochester Journal:
It is interesting to note the comments in regard to the selection of a Park Department head. So far as appointing an out of town man is concerned, I would say it would be better to have a man who knows the job, no matter where he comes from, than to put someone at the head, just because he is a local man.

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ized under ordinances introduced by Councilman Flynn to renew \$685,000 in municipal notes that are due on Feb. 11. The ordinances were referred to the finance committee. The notes to be renewed are: General local improvement, \$175,000; special local improvement, \$225,000; municipal aviation field, \$100,000; school construction, \$125,000; transit subway, \$60,000.

Reports on the police and fire pension funds for the year ended on Dec. 31 were filed with the Council by Comptroller Higgins. The fire fund opened the year with a balance of \$14,282.16. Receipts, including \$60,000 from taxation, totaled \$100,730.97 and disbursements were \$92,550.06, leaving a balance of \$7,989.71.

The police fund had \$399,833.16 at the beginning of the year, and receipts totaled \$95,165.29. Disbursements, \$79,257.65, leaving a balance of \$415,740.71.

Authority was requested by Corporation Counsel Clarence M. Platt to settle the claim of John Hefty, 57 Sidney Street, for a consideration of \$2,500. He was injured on Aug. 27 when he was hit by a truck owned by the city in Parsons Avenue. He sued for \$10,000 damages.

Ask Home Rule Amendment
The Council adopted a resolution introduced by Vice-Mayor Adler, as chairman of the law committee, requesting that the city's delegation to the Legislature present a bill amending the Home Rule law to clear up technicalities with reference to the use by the city of the \$10,000,000 constitutional exemption of local improvement notes.

A resolution by Mr. Adler fixing the next meeting of the Council as the date for a public hearing on a local law allowing a claim of \$30,000 by the Buffalo, Rochester & Pittsburgh Railway for the dredging of the Genesee River, was adopted. Councilman Chester A. Peake presented a petition for sewer and concrete pavement in Irvington Road.

Comptroller Higgins was authorized under a resolution by Councilman Flynn to invest resources of certain municipal funds in securities of the city. Councilman Peake's resolution changing the name of Brentwick Road to Westchester Avenue was referred to the city planning and zoning commission.

By rising vote the Council adopted a resolution by Councilman Nelson A. Milne extending the condolence of its members to Councilman William F. Durnan on the death of his sister, Lila Durnan.

Asked Reduced Area
The measure advanced in 1928 would have reduced the area which companies would be required to maintain in repair to that portion of thoroughfare between both rails of each of its tracks and would require a company to restore such portions of the remaining areas as shall have become in need of repairs by reason of the existence of the car tracks. Local city authorities would be empowered to contract with any street railway company for such further reduction of the area as they might deem appropriate.

Relief of trolley companies from part of the burden of paving costs has been actively advocated in Rochester by Councilman Harry C. Goodwin, and also by Charles R. Barnes, commissioner of railways.

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Surplus City Funds Despite Unexpected Burden, Says Story

Manager Tells Engineers That Even With Large Emergency Expenditures, Rochester's Annual Financial Report Will Show Comfortable Margin.

Rochester's annual financial report will show a "very sizeable" surplus, in spite of large emergency expenditures not apparent when the 1928 budget was compiled, City Manager Stephen R. Story told a joint meeting of the American Institute of Electrical Engineers and the Rochester Engineering Society this noon at the Sagamore.

Mr. Story spoke on "Retrospect and Forecast of City Manager Government in Rochester." He outlined accomplishments of the new government and traced the effect which they will have on the conduct of city business this year.

"This year I think for the first time all of the city departments, bureaus, boards and offices with the exception of charities and those relating to charities, have lived well within their appropriations," he said regarding the financial condition of the city.

"We have appropriated to the Department of Charities, the World War Relief, and the G. A. R. Relief and to the care of indigent sick \$22,000 more than we planned to spend at the beginning of the year. These supplemental appropriations have been made possible without calling upon the taxpayers for a cent more than we originally intended in the budget and, in spite of these new and unusual demands, we will finish the year with a very sizeable surplus."

Receipts Unexpectedly Large
Unexpectedly large receipts by the city and diligent administration of the city offices combined to make this possible, Mr. Story explained. The city received considerable increase in its share of the state income tax.

"Under city manager government, the form of government of the city was entirely changed," Mr. Story said in outlining the accomplishments of the administration and "All matters have been discussed Council and tended to increase the confidence of the people in the council itself and remove the feeling that things are going on behind the scenes and are cut and dried when they come before the council for action."

"For example, take the Lake Avenue Improvement which has been a question debated in the council for several years. There has been a number of phases in the discussion of this improvement, chief among them the problem of sharing the cost. This question under the new government was thrashed out in formal and informal meetings of the council at which the press was present, with the result that an ordinance covering that stretch of Lake Avenue, which had been a most highly controversial question, has been adopted."

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CITY PLANNING SPECULATION

CITY HALL
'TIPS,' SAYS
GOODWIN

Sensational charges of speculation in city planning were hurled at City Hall today by Councilman Harry C. Goodwin in his address before the Cornell Club luncheon meeting at the Powers Hotel.

The councilman hurled his bombshell with the assertion that "it has been the history of city government in Rochester that all plans to prevent speculation (in real estate) by working in secrecy have failed."

"There have been leaks and tips, with the result that a certain few have benefited to the disadvantage of the city," he continued.

"There are leaks and tips emanating from the City Hall more than ever before because of the desire on the part of many of the city employees who receive the salary of Mr. Story in keeping them on the payroll, by acting as secret informers and rumor spreaders for the benefit of those who do not like the present form of government and those now holding elective or appointive offices."

ONLY MODIFICATION
The charges came in the part of the councilman's speech in which he scored the present city planning movement, declaring that at the best, it was only a modification of the plan of the old Rochester Civic Improvement Committee, which has existed since 1921.

Among the improvements that he said could be traced to the city plan of 1921, Mr. Goodwin named: Use of the old Erie Canal channel as a subway railroad; widening of South Avenue to Mount Hope Avenue; connecting Monroe Avenue with South Avenue; proposed extension of Broad Street; proposed widening of Park Avenue; proposed joining of Chestnut, Elm and Ormond Streets; widening of Main Street and Lyell Avenue; extension of University Avenue and the proposed to widen Andrews Street; proposal to connect Troup Street with Court Street; plans for new bridges at Smith Street and Ridge Road; checking of other bridges; completion of Mt. Read Boulevard.

TOO MUCH 'UNDER COVER'
Mr. Goodwin charged the new government does too much in secret and that its planning is largely "under cover."

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\$2,000,000 REVENUE

Such a levy, he declared, would compensate the city for traffic wear and tear that has made the most expensive operations, the payment of cars, the most expensive.

GOODWIN SEEKS TAX ON AUTOS

Councilman Tells Cornell Club Levy of Penny a Pound on Autos Would Solve City's Street Paving Finance Problem.

A tax of a penny a pound on automobiles to pay for paving and widening of streets in Rochester was suggested by Councilman Harry C. Goodwin, speaking before the Cornell Club this afternoon at the Powers Hotel on the general question of a city plan for Rochester.

Mr. Goodwin said he had been warned that to advocate such a tax probably would mean his defeat for reelection as a councilman but was willing to run the risk and to be defeated if he could focus attention to "the one problem that must be met, namely that if we wait street extensions, more streets, wider streets, better paved streets, somebody must pay the bill—the automobile driver who uses the streets more and gets a greater benefit than anybody else from good streets, must pay for the privileges he enjoys."

Mr. Goodwin's suggestion came toward the close of his address which had been devoted largely to proving the city now has not only one but several city plans, the amalgamation of which would give a usable and practical scheme for the development of Rochester.

After enumerating the steps taken in the past toward a city plan and describing the present situation Mr. Goodwin developed the argument that the automobile owner is the chief user of the streets today and should pay for their use in some other fashion than as a property taxpayer.

"My proposal," said Mr. Goodwin, "is that in as much as a car wears out pavement in proportion to the car's weight, that a tax of a penny a pound be put on the cars and the revenue derived used entirely for the building of new pavements, widening and extension of streets. In my own case I would have to pay \$29.80 and I would be glad to do it. Roughly speaking the poundage of cars owned and operated in the city of Rochester on the basis suggested, would produce a revenue of more than \$2,000,000 per year."

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New Spring Patterns
Goleum Rugs

Sizes: 16 to 20 36 to 44 46 to 52

Colors—Choice 9x9 9x10 10x12

Term Clocks 88c

Trail Apron 59c

BASEMENT, AIR

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Work for Central Library!

Splendid Support Women's City Club Has Given Project Should Be Continued.

Rather in a spirit of discouragement over the slow progress of negotiations between the city and Reynolds Library trustees for consolidation, to establish a central library, than because it is now undesirable, the Central Library Committee of the Women's City Club says:

"It seems pertinent to ask, therefore, just why the city should give so much, and get so little, from this proposed plan of union." And it concludes:

"We hope you will now consider that you have failed; that you will withdraw all tentative proposals, and will use your best efforts to provide independently a Rochester Central Library."

In other words, this organization, which has been one of the strongest sponsors of the union, now asks, *what's the use?* True, the city has made concessions, and has been patient the attempt to bring about a merger of resources and efforts, to obtain a great central library, which all want for Rochester.

But the city has NOT failed in the negotiations. And the amalgamation of organizations, which are both seeking a common end, is just as necessary and desirable as ever, no matter if some compromises are required to obtain it. The city must have a central library in any event.

There can be no question as to whether it would be more satisfactory to try to provide it independently, or with the aid of the fine library organization which long has served the city. Negotiations toward obtaining a merger should continue. If the city gives, the final beneficiaries will be the people of the city.

Instead of becoming discouraged over delays and concessions, the Women's City Club should continue, for this proposal, the splendid support it has given already with telling effectiveness.

Central Library Administration

In its communication to Louis S. Foulkes, chairman of the public welfare committee of the City Council, the Central Library Committee of the Women's City Club sets forth with sufficient accuracy figures showing that in the event of union with the Reynolds Library the city would bear much the larger share of the total library expense.

If it were important for the city to retain control of administration of the proposed Central Library, then the argument would be sound that the contribution the Reynolds Library could make would not be of sufficient size to warrant the city's relinquishment of its responsibility.

But as Mr. Foulkes points out in his reply to the club's communication, it is considered good practice to establish a non-political governing board, even when a city pays the entire expense. The Reynolds board of trustees might well serve in that capacity.

Unless the Women's City Club lacks confidence in the public spirit of the Reynolds board, the objection that control is vested in the lesser contributor does not seem to carry much weight. Actual administration would presumably be in the hands of an experienced librarian.

It is, of course, true that the plan of living control of Central Library administration to the Reynolds board would not work well if the board itself was not really in favor of undertaking that responsibility.

The Times-Union believes that the plan of union with the city in establishing a Central Library offers the best opportunity of making the funds of the Reynolds Library serve the intent of their donor.

That library has a record of long and useful service to the people of Rochester of which it may well be proud. Now the time has come when Rochester, if it is to offer the educational and cultural facilities expected in a city of its size, needs a larger library than the funds at the disposal of the Reynolds Library can provide.

If those who control the Reynolds foundation feel that they can join wholeheartedly in this larger purpose, they have a most generous offer from the city as a basis of union. If not, then the city must build up its central collection of books through its own resources.

The board is to study possibility of development of Irondequoit Bay as a port along with advisability of increasing the facilities of the present harbor at Charlotte. Among other matters to be determined is whether the United States Government will aid in the proposed plans. Completion of the new Welland Canal and the belief that this will stimulate lake trade, and the proposed St. Lawrence project are immediate reasons underlying the efforts to make the Port of Rochester such that this city will derive its share of business. It is believed that expansion of harbor facilities here will tend to attract industry.

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Flying Field Can Be Real Public Utility, Akron Airmen Holds

Municipal Port Here, Now Beginning to Accommodate Overflow From Buffalo, Faces Civic Possibilities. Interviews With Flyers Indicate.

By A. J. SIGL

Rochester's Municipal Airport, now beginning to act as an overflow airport for Buffalo, is facing the possibility of developing into a real public utility, believe three visiting airmen who stopped at Scottsville Road hangars today.

One of the flyers had planned to visit Buffalo, but there were no accommodations available for his plane either there or in Le Roy and he remained here, traveling to and from Buffalo by train.

The other two were on their way home from an inspection tour of some 21 airports of the country preliminary to building one in their own home town. They praised Rochester for the proper beginning which had been made toward expanding this into a real airport and suggested some interesting possibilities of development based on the results of their tour.

OTHER PORTS FILLED, PLANE HANGARS HERE

Crowded Conditions at Buffalo and Le Roy Prompt Big Plane To Land at Rochester Field

Joseph Marriott, supervising inspector for New York, New Jersey and the New England States, hangared his big Department of Commerce monoplane at the Municipal Airport today while he transacted his business at Buffalo.

Marriott had notified the Buffalo airport by telephone of his intention of keeping his ship there over last night. Buffalo officials replied there were no accommodations available and suggested trying Le Roy. The D-W airport there was full, too, and Marriott brought his craft into Rochester.

Inquiry indicated that this situation is by no means infrequent. Facilities available at the Buffalo airport have been so patronized by pilots that often spaces in the hangars is at a premium and frequently ships are turned away.

When Rochester's airport is turned into a place of public resort, where Rochesterians go for a good time as well as to watch and patronize air travel, it is in a fair way to realize its possibilities, according to B. E. Fulton, manager of the Municipal Airport at Akron, O.

With "Cy" Caldwell, veteran author-pilot at the controls, Fulton is on his way home after a tour of inspection of the leading airports of the country, preliminary to the development of the field at Akron, one of the biggest in the United States.

They dropped out of the sky late yesterday in a Fairchild cabin monoplane, with the expectation of continuing westward to Buffalo early today.

The field at Akron is one mile long by a mile and a half wide, is located within four miles of the city and arrangements are being made for a boulevard all around it.

First Drew People
"Development of the Akron Field has been a matter of years," Mr. Fulton said, "and that development has been entirely a matter of making residents of that section interested."

"One of our first moves was designed to attract onlookers. Part of the ground available was a big orchard. We put swings and picnic benches in this section and it soon became a place of popular resort."

"We did our best to accommodate automobile parties. Nothing is charged for parking and good order is our only regulation."

"Suitable facilities for caring for passengers and assuring their convenience will develop the inter-city passenger traffic. I believe the every airport should have an administration building with rest rooms for men and women passengers and a place where the onlooker may be shielded from the weather."

Children Interested, Too
"I believe that such an addition to the Rochester airport would add to its possibilities for development and attracting patronage."

"I forgot to mention that it has been our plan from the first to interest the boys of our community. We co-operate in every way with model clubs and junior organizations. These boys are going to be the pilots of the next decade."

—The Times-Union—

On the Look!

Little noses pressed that child

What! Santa Claus is coming

On the Look!

On the Look!

On the Look!

On the Look!

On the Look!

CITY PLANNING SPECULATION

CITY HALL TIPS,' SAYS GOODWIN

Sensational charges of speculation in city planning were hurled at City Hall today by Councilman Harry C. Goodwin in his address before the Cornell Club luncheon meeting at the Powers Hotel.

The councilman hurled his bombshell with the assertion that "it has been the history of city government in Rochester that all plans to prevent speculation (in real estate) by working in secrecy have failed."

"There have been leaks and tips, with the result that a certain few have benefited to the disadvantage of the city," he continued.

"There are leaks and tips emanating from the City Hall more than ever before, because of the desire on the part of many city employees who repay the fairness of Mr. Story in keeping them on the payroll, by acting as secret informers and rumor spreaders for the benefit of those who do not like the present form of government and those now holding elective or appointive offices."

ONLY MODIFICATION
The charges came in the part of the councilman's speech in which he scored the present city planning movement, declaring that at the best, it was only a modification of the plan of the old Rochester Civic Improvement Committee, which has existed since 1921.

Among the improvements that he said could be traced to the city plan of 1921, Mr. Goodwin named: Use of the old Erie Canal channel as a subway railroad; widening of South Avenue to Mount Hope Avenue; connecting Monroe Avenue with South Avenue; proposed extension of Broad Street; proposed widening of Park Avenue; proposed joining of Chestnut, Elm and Ormond Streets; widening of Main Street and Lyell Avenue; extension of University Avenue and the proposed widening of Chestnut Street; proposal to connect Troup Street with Court Street; plans for new bridges at Smith Street and Ridge Road; checking of other bridges; completion of Mt. Read Boulevard.

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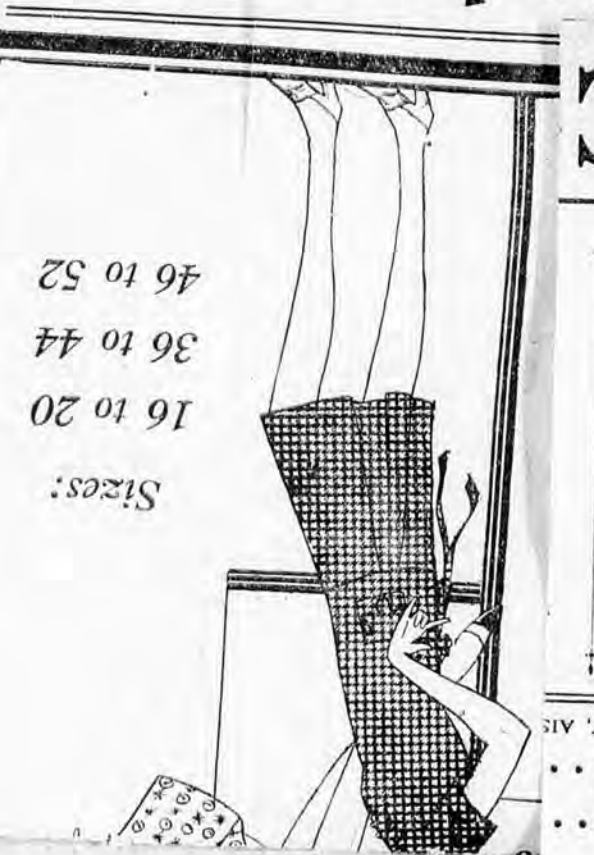
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into which I have divided this

Golden Rugs New Spring Patterns



10. Pavement of Culver Road from the end of the present pavement to the north of Norton Street. Ordinance in preparation.

11. Paving of Warring Road from Culver Road to Norton. Ordinance in preparation.

12. Pavement of Norton Street from the end of the present pavement eastward to Culver and thence to the city line.

13. Pavement and sewers for Buffalo Road from West Avenue to the city line.

14. Widening and rebuilding of Front Street pavement.

15. Covering of Denmore Creek from Warring Road to the city line. This creek is used for a storm water overflow for the east side trunk sewer.

16. Widening of Blossom Road from University Avenue to Winton Road and construction of a subway under New York Central tracks.

Investigating Sewage Needs
Harrison P. Eddy, an authority on the question of sewage disposal, has been engaged to review the entire sewage disposal proposition. When his recommendations are at hand it is probable that the Council will pass the necessary legislation to provide increased capacity for the Irondequoit sewer and a method whereby the city could obtain 25,000 inhabitants, will have the sewage pumped into the Irondequoit plant thus eliminating dumping raw sewage in the Genesee River.

The present incinerating plant will have to be repaired or rebuilt. It is probable that repairs will be made as funds necessary for rebuilding are not now available.

matter of future consideration. It is not immediately important.

8. It was recommended that University Avenue be widened and extended to connect with Andrews, Allen and Maple Streets. The pavement of University Avenue has been widened, has been cut through from Main Street to Franklin Square. In other words the first part of the proposition has been accomplished. A resolution calling for the widening of Avenue Street has been passed by the Council.

The Board of Education has been bringing on a definite plan which includes with the plan of 1924 as to a location of educational buildings. No city planning can be complete without consideration of the water supply. The city has obtained the best water engineers in the country. The city is ready to go ahead in the case of a new bridge over Main Street East and covering of the river bed as is contemplated in the city center idea. Mr. McKim, expert engaged to make studies and designs for the new bridges, is now at work determining the location of the spans that will bear the traffic at this point and at the same time avoid any menace from flood.

Surveys are being made south of the city to secure additional data pertaining to floods and flood control.

Whether we have a city plan or not we must have more streets. Every street and better movements. Every time you lay a pavement, the city is charged with maintenance and it increases the current expense of government.

What I am about to say is a suggestion thrown out to get public reaction and to start people thinking on the one important phase of the whole situation, namely, if we want things we must pay for them. It has been the custom for years past for candidates for office and those in office to dodge any issue of expense—never to look the facts in the face.

Under our present method a survey has demonstrated that a pavement 25 feet in width will take care of all traffic. The city, he said, has a car for every 100 people. The city, he said, has a car for every 100 people. The city, he said, has a car for every 100 people.

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"It seems pertinent to ask, therefore, just why the city should give so much, and get so little, from this proposed plan of union." And it concludes:

"We hope you will now consider that you have failed; that you will withdraw all tentative proposals, and will use your best efforts to provide independently a Rochester Central Library."

In other words, this organization, which has been one of the strongest sponsors of the union, now asks, *what's the use?* True, the city has made concessions, and has been patient the attempt to bring about a merger of resources and efforts, to obtain a great central library, which all want for Rochester.

But the city has NOT failed in the negotiations. And the amalgamation of organizations, which are both seeking a common end, is just as necessary and desirable as ever, no matter if some compromises are required to obtain it. The city must have a central library in any event.

There can be no question as to whether it would be more satisfactory to try to provide it independently, or with the aid of the fine library organization which long has served the city. Negotiations toward obtaining a merger should continue.

If the city gives, the final beneficiaries will be the people of the city.

Instead of becoming discouraged over delays and concessions, the Women's City Club should continue, for this proposal, the splendid support it has given already with telling effectiveness.

Central Library Administration

In its communication to Louis S. Foulkes, chairman of the public welfare committee of the City Council, the Central Library Committee of the Women's City Club sets forth with sufficient accuracy figures showing that event of union with the Reynolds city would bear much the larger total library expense.

It is important for the city to retain administration of the proposed library, then the argument would be that the contribution the Reynolds could make would not be of sufficient to warrant the city's relinquishment of responsibility.

But as Mr. Foulkes points out in his reply to the club's communication, it is considered good practice to establish a non-political governing board, even when a city pays the entire expense. The Reynolds board of trustees might well serve in that capacity.

Unless the Women's City Club lacks confidence in the public spirit of the Reynolds board, the objection that control is vested in the lesser contributor does not seem to carry much weight. Actual administration would presumably be in the hands of an experienced librarian.

It is, of course, true that the plan of giving control of Central Library administration to the Reynolds board would not work well if the board itself was not really in favor of undertaking that responsibility.

The Times-Union believes that the plan of union with the city in establishing a Central Library offers the best opportunity of making the funds of the Reynolds Library serve the intent of their donor.

That library has a record of long and useful service to the people of Rochester of which it may well be proud. Now the time has come when Rochester, if it is to offer the educational and cultural facilities expected in a city of its size, needs a larger library than the funds at the disposal of the Reynolds Library can provide.

If those who control the Reynolds foundation feel that they can join wholeheartedly in this larger purpose, they have a most generous offer from the city as a basis of union. If not, then the city must build up its central collection of books through its own resources.

The board is to study possibility of development of Irondequoit Bay as a port along with advisability of increasing the facilities of the present harbor at Charlotte. Among other matters to be determined is whether the United States Government will aid in the proposed plan. Completion of the new Welland Canal and the belief that this will stimulate lake trade, and the proposed St. Lawrence project, are immediate reasons underlying the efforts to make the Port of Rochester such that this city will derive its share of business. It is believed that expansion of harbor facilities here will tend to attract industry.

Flying Field Can Be Real Public Utility, Akron Airman Holds

Municipal Port Here, Now Beginning to Accommodate Overflow From Buffalo, Faces Civic Possibilities, Interviews With Flyers Indicate.

By A. J. SIGL

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OTHER PORTS FILLED, PLANE HANGARS HERE

Crowded Conditions at Buffalo and Le Roy Prompt Big Plane To Land at Rochester Field

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"I believe that such an addition to the Rochester airport would add to its possibilities for development and attracting patronage."

"I forgot to mention that it has been our plan from the first to interest the boys of our community. We co-operate in every way with model clubs and junior organizations. These boys are going to be the pilots of the next decade."

—The Times-Union's

SAYS AIR FIELD OUGHT ALSO BE PUBLIC RESORT

Possibilities Realized When Citizens Go to Aerodrome for Diversions, Akron Man Says.

When Rochester's airport is turned into a place of public resort, where Rochesterians go for a good time as well as to watch and patronize a race, it is in a fair way to realize its possibilities, according to B. E. Fulton, manager of the Municipal Airport at Akron, O.

With "Cy" Caldwell, veteran author-pilot at the controls, Fulton is on his way home after a tour of inspection of the leading airports of the country, preliminary to the development of the field at Akron, one of the biggest in the United States.

They dropped out of the sky late yesterday in a Fairchild cabin monoplane, with the expectation of continuing westward to Buffalo early today.

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CITY HALL 'TIPS,' SAYS GOODWIN

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Mr. Goodwin's suggestion came toward the close of his address which had been devoted largely to proving the city now has not only one but several city plans, the amalgamation of which would give a feasible and practical scheme for the development of Rochester.

After enumerating the elements and in the past toward a city plan and describing the present situation Mr. Goodwin developed the argument that the automobile owner is the chief user of the streets today and should pay for their use in some other fashion than as a property taxpayer.

"My proposal," said Mr. Goodwin, "is that in as much as a car wears out pavement in proportion to the car's weight, that a tax of a penny per pound be put on the cars and the revenue derived used entirely for the building of new pavements, the widening and extension of streets. In my own case I would have to pay \$29.80 and I would be glad to do it. Roughly speaking the poundage of cars owned and operated in the city of Rochester on the basis suggested, would produce a revenue of more than \$2,000,000 per year."

Which I have divided this

3. It was recommended that Broad Street be extended eastward. To date this has not been but I am informed that the application for the same has been made and as soon as the Council directs an ordinance can be submitted within a month.
4. The widening and extension to Park Avenue was recommended. Nothing has been done.
5. The joining of Chestnut, Elm and Ormond Streets was recommended. No move has been made in this direction.
6. The widening of Main Street was suggested. The pavement of Main Street West has been widened and in its connection with Main Street it is also true of Lyell Avenue.
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of height and area ordinance as applied to zoning. Rochester has had zoning for use but this new zoning will go much farther. It will take the best of the old and make it better. The parcels of land may be occupied by a building and how far the building may be projected upward. The ordinance will be submitted to the Board of Aldermen. Maps are nearly completed and will be submitted to the zoning advisory board the latter part of this month. It is expected to be carried on by Walter Cassebeer, Mr. Fisher, Mr. Platt and Mr. Baker.

Surveys are being made for the construction of sewers into the several districts.

We now have the recommendations of Mr. Freeman as to what to do with the city.

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CITY PLANNING SPECULATION

CITY HALL 'TIPS,' SAYS GOODWIN

Sensational charges of speculation in city planning were hurled at City Hall today by Councilman Harry C. Goodwin in his address before the Cornell Club luncheon meeting at the Powers Hotel.

The councilman hurled his bombshell with the assertion that "it has been the history of city government in Rochester that all plans to prevent speculation (in real estate) by working in secrecy have failed."

"There have been leaks and tips," he said, "with the result that a certain few have benefited to the disadvantage of the city."

Among the improvements that he said could be traced to the city plan of 1921, Mr. Goodwin named:

- 1. Use of the old Erie Canal channel as a subway railroad; widening of South Avenue to Monroe Avenue; connecting Monroe Avenue with South Avenue; extension of Broad Street; proposed widening of Park Avenue; proposed widening of Chestnut Street; proposed widening of Main Street and Lyell Avenue; proposed widening of University Avenue; proposed widening of Main Street; proposed to connect Truitt Street with Court Street; plans new bridges at Smith Street and Ridge Road; checking of off bridges; completion of Mt. Re Boulevard.

TOO MUCH "UNDER COVER"
Mr. Goodwin charged the new government does too much in secret and that its planning is largely "under cover."

"I have little patience with this idea that the city must do things in secret when it comes to city planning for fear that if any publicity is given to what the city is doing or contemplates doing there will be an immediate jump in real estate values," he said. "It has been the history of city government in Rochester that all plans to prevent speculation by working in secrecy have failed. In fact, the city has paid more than it would if complete publicity had been given."

"While I am heartily in accord with much suggested by Mr. Story, I have opinions that are at variance with his. In stating my ideas I do not want anyone to assume that I am in any way criticizing Mr. Story. I am simply putting forth my own ideas."

CHARGED

taxation of automobiles, according to weight, at the rate of 1 cent a pound, was proposed by Councilman Goodwin in another part of his address as a means for vastly increasing Rochester's municipal revenues.

\$2,000,000 REVENUE

Such a levy, he declared, would compensate the city for traffic wear and tear that has made thousands of payments one of the most expensive operations. He said that the city's revenue from automobiles is only \$200,000 a year, while the city's expenditure for traffic is \$2,000,000 a year.

GOODWIN SEEKS TAX ON AUTOS

Councilman Tells Cornell Club Levy of Penny a Pound on Autos Would Solve City's Street Paving Finance Problem.

A tax of a penny a pound on automobiles to pay for paving and widening of streets in Rochester was advocated by Councilman Harry C. Goodwin, speaking before the Cornell Club this morning.

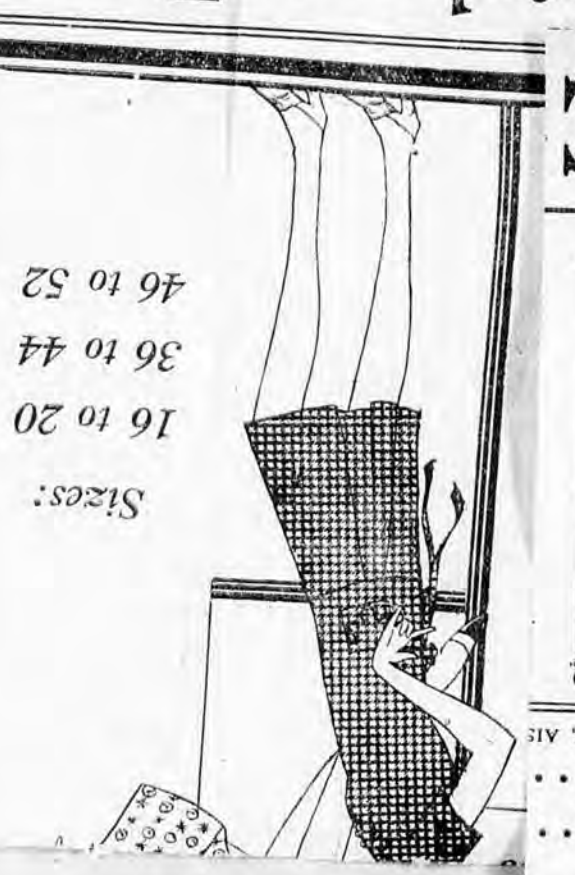
There have been leaks and tips with the result that a certain few have benefited to the disadvantage of the city. There are leaks and tips emanating from the City Hall today more than ever before because of the desire on the part of many city employees who repay the fairness of Mr. Story in keeping them on the payroll, by acting as secret informers and rumor spreaders for those who do not like the present form of government and those now holding elective or appointive offices.

Working in secrecy has also created a wrong impression in the minds of the public. As I pointed out, the public generally feels that we have no city plan when as a matter of fact we have something quite definite.

It is impossible to go into complete detail but I do wish to point out that specific recommendations were made in 1923 and we may well take them up in order.

1. It was suggested that the old Erie Canal bed be used for a subway. This has been done.
2. That South Avenue should be widened from the end of Broad Street south to Mount Hope Avenue. This has been done, and in this connection Monroe Avenue has been extended from Clinton Avenue south to South Avenue and the pavement widened from Clinton Avenue to Field Street.
3. It was recommended that Broad Street be extended eastward. To date this has not been but I am informed that complete studies have been made and as soon as the Council directs an ordinance can be submitted within a month.
4. Widening and extension to Park Avenue was recommended. Nothing has been done.
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New Spring Patterns



Colors—Choice

Look And Tips

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matter of future consideration. It is not immediately important.

8. It was recommended that University Avenue be widened and extended to connect with Andrews, Allen and Maple Streets. The pavement of University Avenue has been widened, in fact, has been cut through from Main Street to Franklin Square. In other words the first part of the proposition has been accomplished. A resolution calling for the widening of Andrews Street has been passed by the Council.

The Board of Education has been working on a definite plan which includes with the plan of 1923 as to the location of educational buildings. No city planning can be complete without consideration of the water supply. The city has obtained a best water engineers in the country. The city is ready to go ahead with these plans which are now held in the city's action, on the

flood in the case of a new bridge over Main Street East and covering the river bed as is contemplated in the civic center idea. Mr. McKim, expert engaged to make studies and designs for the new bridges, is at the present time determining the location of the spans that will bear the traffic at this point and at the same time avoid any menace from flood.

Surveys are being made south of the city to secure additional data pertaining to floods and flood control.

Now, by this I do not mean the expenditure of \$25,000,000 to \$30,000,000 in the year. I simply mean that we have a program for orderly procedure extending over as many years as necessary commencing with the city's plan of 1923 and the structure of the different things called for in the plan.

Until we have this plan we are in a position of the man who said: "I am on my way, but I don't know where I'm going."

Now, we must consider how to pay for these things. I take care of all traffic in a street. I assume the fare, a wider and the city and the city as a policy. I assume the fare, a wider and the city and the city as a policy.

It is just fair to make the street car riders pay for the pavement they use, why isn't it equally fair to ask the automobile driver to pay for the pavement that he uses?

I can assure the benefits in proportion to the condition of the streets. Well, the city must give the greater riding comfort also reduce the wear and tear on his car, making it last longer, saving him the cost of repairs and gas. Wider streets, allowing greater freedom of traffic, usually means a more prompt to another much more quickly thereby saving him time. Wider streets also reduce the number of accidents.

Now, under the plan I have suggested, the city will pay something for all and if he stops to think, he will be glad to do so. My proposal is to have a car wear a penny a day and the city will have the right to use the car.

Definite progress in the preparation of a height and area ordinance as applied to zoning. Rochester has had zoning for use but this new zoning will go much farther. It will dictate how much of a given parcel of land may be occupied by a building and how far the building may be projected upward. The ordinance will be submitted sometime this Spring. Maps are nearly completed and will be submitted to the zoning advisory board the latter part of this month. This work is being carried on by Walter Cassebeer, Mr. Fisher, Mr. Platt and Mr. Baker.

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division. Board should be able to do so. It is not immediately important. Rather, we should start the drawing of a city plan to have it ready when the financial committee has read the report on its duties. It seems to be Mr. Story's thought that after a city plan has been adopted, that the council or the city plan has the job to sell it to the city. I am somewhat at variance with these views. Instead of the Council for the City Plan waiting until the plan is reported, the members of the council should work hand in hand with those developing the plan.

The harbor will play an important part in the city plan. The members of that board should at all times be in close contact with those projecting the city plan.

Vice-Mayors Adler, on the floor of the council, has gently chided me for my impatience. I grant you gentlemen, that I am impatient. I realize that there are great difficulties to overcome criticisms by a group of people in Rochester ready to put every avenue in the way of anything undertaken by the present government, that personal attacks of some are opposed to this measure and because of personal in hand in hand with those developing the plan. In spite of all this I maintain there is no reason for delaying.

With all the data that we have at hand, with the knowledge possessed by Mr. Fisher and Mr. Vedder, and the members of the present City Planning Commission, the experience of the members of the previous boards, like Harper Sibley, Mr. Lovejoy, and people who were associated with them in this work—with all this, it is in my mind, not only possible but thoroughly practical to have a satisfactory city plan prepared for presentation, to and accepted by the Council before the close of 1929.

Have Program Now
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116 STORY AND WILSON FAVOR CITY AID FOR ORCHESTRA

There is no municipal ordinance, or state statute to interfere with George Eastman's program for financing the Rochester Philharmonic Orchestra by diverting money paid by the Eastman Theater in taxes to the support of such an orchestra, both Mayor Wilson and City Manager Story said today.

"We may provide in the budget for an additional \$40,000 for the schools, and the Board of Education in turn may divert such a sum to the support of the orchestra," said Mr. Story.

"Personally, I am in favor of using the tax money for the Eastman Theater for aiding the Philharmonic Orchestra plan," said Mayor Wilson. "It is money we have never had, so we may as well have it used for the orchestra, especially as the orchestra will be for the betterment of our schools and the musical training of school children."

"The City Council may divert whatever sum the theater is taxed, and the Board of Education can look after aiding the Philharmonic plan."

"Of course, we cannot tell the Board of Education how to spend any money we give it. But there would be no doubt about the board's using it according to the Eastman plan."

Superintendent Weet said the Eastman plan would have his approval.

Although the Eastman Theater has become a commercial enterprise and will be such all this year, it will evade paying taxes this year, George S. Taylor, city assessor, said today.

"Our tax rolls for this year," said Mr. Story, "before the Cornell Club. He also outlined his views on the best method of completing the job."

The Times-Union agrees with Mr. Goodwin in holding that it would be best to engage a man of reputation and experience in city planning to do this work, rather than place ultimate responsibility for evolving a definite plan on the shoulders of the commissioner of public works, who is already carrying a sufficient burden.

It is true that much work has been done and a vast amount of data accumulated by Mr. Fisher and others. In his address, which was printed in full in Wednesday's issue of this paper, Mr. Goodwin not only gives full credit to those who have been active in this work, but points out that the city followed many of the recommendations made by the experts who in 1911 made a report to the Rochester Civic Improvement Committee.

This is sometimes lost sight of because the most striking proposal in that report, the creation of a civic center at the junction of Caledonia Avenue and Main Street West, was never carried into effect.

A man who really understands the work of drawing up a City Plan will be glad to avail himself of the data already at hand. He will take advantage of the co-operation offered by the City Planning Commission and city officials. He will also bring to the task the experience he has gained in drawing up plans for other cities.

The Times-Union believes that it is just as necessary to engage a well qualified man to devote his knowledge and experience to the specific task of drawing up the City Plan, as it is to have an architect for an important building.

In addition to his remarks on the City Plan, Mr. Goodwin made a proposal for obtaining the needed revenue for carrying out improvements of wide scope. He suggested that a tax of a cent a pound be placed on motor vehicles, on the assumption that congestion and need of extensive changes to relieve it are mainly due to growth of motor vehicle traffic. It is the heavier vehicles, especially the big trucks, that cause the greatest amount of wear and tear on pavements.

This plan may seem startling. Yet it deserves careful consideration as representing an effort to obtain the funds required for large scale improvements without placing too heavy a burden on owners of real estate, and especially home owners.

Editor, Rochester Journal:

As a taxpayer who has for years been personally acquainted with Patrick Slavin, I wish to voice my recommendation for his appointment to the position of park commissioner.

Mr. Slavin is a native of Rochester and a life long resident of this city. He has held a position in the Park Department for years and is, to my mind, the most logical man to fill the position.

He certainly should be considered in preference to a "native son" of California, a state in which it is practically impossible for an Easterner to earn a living on account of not being a native son of that state.

INTERESTED READER.

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Auto Tax

Councilman

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117 Story Favors Plan For Modern Criminal Identification Bureau

Development of System Here on Par With Most Efficient in America, Announced by City Manager in Address Before Real Estate Board of Rochester.

By ARTHUR H. CRAPSEY

Development of a bureau of criminal identification here that will be on a par with the most efficient in the country was a plan disclosed by City Manager Stephen B. Story in addressing the Real Estate Board at Powers Hotel this noon.

Mr. Story outlined the achievements of the city manager administration and pointed to the Department of Public Works and Public Safety as having made great strides in economy and service.

The Department of Public Works has endeavored to abolish the need of extra expenditures in connection with public improvements and work, he said, and has accomplished this through more careful attention to estimates. Taxpayers, Mr. Story said, now know what the cost of improvements will be; that character, and while none likes to make capital of such things, exposure of certain practices have caused contractors to be more careful. Profits must be taken from the jobs and not from other sources.

A Sewage Program

Mr. Story said much had been heard about sewage, and that the city is pushing a constructive program to meet this problem. He said that raw sewage has been emptied into the river for 25 to 30 years, and that for six years a plan has been underway to handle this situation.

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HOLYOKE CLUB URGES CITY TO BUILD LIBRARY

Letter to Foulkes Declares Organization Not Averse to Reynolds Union

Through a letter sent yesterday to Councilman Louis S. Foulkes, chairman of the Public Welfare Committee of the Common Council, the Mount Holyoke Club of Rochester urged that immediate steps be taken by the city to construct a Central Public Library.

"As individuals and groups," said the letter, which was signed by Dorothy Jameson, secretary of the club, "the Mount Holyoke Club of Rochester is concerned with Central Library service. We have noted with interest the various communications recently published regarding amalgamation of the Reynolds Library and the Public Central Library. We should be glad to see a union of these two libraries on terms mutually satisfactory to the two library Boards of Trustees and the two Boards of Directors."

The club reviewed negotiations between the city and the trustees of Reynolds and said "these negotiations do not seem to give immediate promise of success." After calling attention to the inadequacy of service of the Central Library, the communication concluded:

"Therefore, since in any event the city must provide a Central Library building from its own funds or a combination of its funds and the funds of the Reynolds Library, the Mount Holyoke Club hereby petitions the City of Rochester to take immediate steps toward providing such a building, to be erected as soon as possible, and to be located in a building large enough to care for the desired normal growth of the Central Library."

The club also urged the city to house also the Reynolds Library collection (92,921 volumes according to its latest published report) when terms satisfactory to all concerned can be agreed upon. A resolution to this effect was passed unanimously at a meeting held Thursday evening, Jan. 17.

No similar action on any other

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Nier And Manager Confer On Naming Of New Park Head

Examination Papers of Applicants For Post Looked Over by Officials—Charles Raitt Leads List of Eligibles, With Patrick Slavin Second.

With a conference today between City Manager Stephen B. Story and Commissioner of Public Safety George J. Nier, appointment of a director of the Bureau of Parks is expected this week.

Considerable time has been spent by Mr. Story and Mr. Nier in looking over the examination papers of the applicants for the post, and today's conference was to result in the final decision, it was intimated, although the choice may not be made public for a day or two.

No precedent could be found for the act of Mr. Nier and Mr. Story going over the examination papers, on which the Civil Service Commission based its ratings. Desire to clear up certain points was given as the reason for this inspection of the papers.

Charles E. Raitt heads the civil service list. He is a former playground head of Los Angeles. Patrick Slavin, assistant superintendent of the Rochester Park Department, is second; Henry T. Brown, park engineer, is third. Thomas Maloy, city forester, fourth, and Gertrude Hartnett, office administrator, fifth.

Mr. Story expected to name the fifth and last member of the Harbor Advisory Board Saturday, but today he said that other business had prevented him from completing this duty authorized by the City Council. He intended to make the appointment this week. Four members have agreed to serve on the board, but Mr. Story said he would not make their names public until the full membership was completed.

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Self-Perpetuating Board For Library Rouses Opposition

Question of Control Holding Up Merger of Reynolds and Public System, Says Women's City Club Group—Answer Made to Objections of Adler.

Objection to having the proposed Rochester Central Library governed by a self-perpetuating and permanent board of trustees was voiced by the central library committee of the Women's City Club today in a statement given to The Times-Union.

The committee stresses the fact that the main issue of the discussion concerning the amalgamation of the Reynolds and Public Central libraries hinges on the question of who shall control the resulting unit.

The Women's City Club committee declares itself in favor of a union of the two libraries provided a "united, harmonious, efficient, and democratic administration is assured."

The proposals of the public library board for the amalgamation answer the first three necessities, the committee says, but declares its conviction that "democratic administration can not be given by a self-perpetuating and permanent board of trustees."

Policy Not Men Opposed

"The quality of the personnel of the Reynolds board," continues the committee, "its intellectual calibre, its integrity, its public spirit, are not for one instant called in question by this criticism. The appointment of any one or all of these men to the public library board, if that were possible, would meet with the approval of this committee. Some of them are now serving on that board, others have served on it in the past. It is the form of organization of the Reynolds Board which we feel is unsuitable to the administration of a city library system, even to the administration of a central library alone."

Mr. Adler states that he understands it to be in accordance with modern library policy to place the control of a city library system in the hands of a non-political board of trustees. We conclude from our investigations that it is not in accordance with modern library policy to place such control in the hands of a self-perpetuating and permanent group of men—in other words, in the hands of a private corporation, the representative character of which the city is therefore wholly unable to determine.

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Subway Freight Volume Over Half Estimate Of Experts

Report For Last Month Shows 242 Cars Were Moved — Passenger Traffic For December 40 Per Cent. of Estimate.

Two hundred forty-two freight cars were moved on Rochester's subway last month.

This is more than half the 430 a month estimate made by one committee of specialists to the Mayor's Advisory Committee when it was formulating the plan of operation for the subway.

Its importance lies in the fact freight operation was conceded at that time to be the only hope of direct return on the investment in the subway, it was pointed out today.

Though the actual figure is considerably less than the estimate, it was emphasized full operation of the subway was started only in September and thus the figure is characterized as rather promising.

Another freight operation estimate, that of the Pennsylvania Railroad expert, predicted for the first five years an average of forty

cars a day or 1,120 a month would be moved on the subway.

Though passengers carried on the subway have increased steadily in the last year, the 148,000 carried in December make only 40 per cent. of the passengers estimated for the subway in one report to the mayor's committee. The estimate, however, was made on the assumption a much more frequent service would be maintained.

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Rochester's Crime Record

City Manager Story is warranted in calling the attention of the city to the low crime rate that prevails here at a time when many other cities are struggling against the advance of gangsters and racketeers. Banditry, in the big city sense, is almost unknown in Rochester, and the fact may properly be cited among the advantages which make living in this city desirable.

Rochester has always been a more law abiding city than the average, and to this many factors, besides police efficiency, probably contribute. The general level of its citizenship is high; it has no large industrial section devoted to cheap labor. Still the police department deserves the good words City Manager Story spoke for it; it is the police, in the last analysis, who must bear responsibility for the way in which it is met. The police cannot stand still, even in a city largely immune from serious crime.

It is good to know that the advance of scientific methods in the Rochester police department has kept pace with the ingenuity of the criminals for resisting the law. It gives the public confidence that the present good record will be maintained.

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CITY BONDING BILL WILL BE HEARD TODAY

Monroe Men to Introduce to Legislature Plan Clarifying System

COUNSEL PLATT CITED

His Part in Drafting Method to Simplify Procedure of Financing Told

By HIRAM MARKS

Legislation that will make it optional for municipalities to establish a thoroughly modern procedure for the issuance of bonds will be introduced in the Legislature today.

It is intended in part that the plan of the measure will clarify and simplify the procedure under which Rochester may avail itself of the constitutional amendment exempting \$10,000,000 of local government bonds from the debt limit.

It is a sure efficient financial procedure of cities and does not apply to the Rochester situation.

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Parking Protest Features Hearing On New Pavement

Hearing on an ordinance providing for asphalt paving of Greenleaf Street before the City Council last night, evolved into an indignation meeting with parking of automobiles on that thoroughfare as the cause of the indignation.

When allegations were called for by Mayor Joseph C. Wilson, some 15 property owners stood up, and Henry Carter, spokesman, stated that a pavement is needed, the present street being no more than a mud hole. Other members of the delegation added their words in protest of the condition of the street.

A representative of Locke & Company then spoke against the pavement. He said this company could pay for half the improvement.

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COST INEQUALITIES IN SNOW REMOVAL, DURNAN DECLARES

Zone Plan Shows Charges Differ on Same Street, Season Bids Gamble, He Says; Story Predicts Change

DRASTIC ORDINANCE LIMITS ACTIVITIES OF AUCTIONEERS

By HIRAM MARKS

The City Council last evening heard discussion regarding a new system for snow cleaning in Rochester. Adopted an ordinance regulating the conduct of auctions and auctioneers.

Received a resolution requesting preparation of a local law fixing the dates for payment of taxes as April 1 and Oct. 1, instead of Jan. 1 and July 1.

Conducted public hearings on the news stand ordinance and the local law permitting payment of \$30,000 for river dredging, with no appearances regarding neither measure.

Deferred for one week the ordinance appropriating \$900,000 to the Board of Education for its construction program.

Revision of the system providing for snow cleaning in Rochester is imminent as a consequence of discussion last evening before the City Council. It was suggested to the Council and City Manager Stephen B. Story by William S. Durnan that a number of inequalities were possible in the method of awarding contracts on a zone basis, in one instance residents on one side of a street paying more for snow removal than those on the other. He said he placed the matter before Mr. Story and Harold W. Baker, commissioner of public works, for their study and decision.

Mr. Story said in response to Councilman Durnan's suggestion that he was acquainted with the situation that presented itself and that because of the varying amount of snow there were a number of angles that developed in the proposition and that there will probably be an entirely new system next year. Mr. Story said it was possible that the basis for compensation to contractors may be on a minimum amount of snowfall, rather than on a front foot basis. Councilman Durnan suggested that to eliminate the possibility of gambling on the weather by contractors there be a basis arrived at compensating the snow cleaner for actual services, whether the rate be per hour or per day.

New Provisions Expected

Mr. Story said an entirely new procedure may be effected for next year which would eliminate contracts and fix compensation for house actually spent in snow removing. He said such a plan may be worked out and careful thought will be given to Councilman Durnan's suggestion with the view of removing the cause of any complaint that taxpayers legitimately may have.

Snow removing contracts have been the subject of discussion for years. Previously they were awarded without competitive contract. This year the city was divided into a number of zones and contractors bid for the work in the separate zones. This led to a variation in price and it is this difference that some taxpayers complained about. They also objected, according to Mr. Durnan, to the inclusion of a snow cleaning charge on their tax bills, when they contend there has not been sufficient snow this season to warrant the charge. Mr.

This plan may seem, serves careful consideration, an effort to obtain the large scale improvements too heavy a burden on owners and especially home owners.

Guzzetta Seeks Change

A resolution was introduced in the Corporation Council last evening for the purpose of preparing for introduction in the Council a local law fixing the time for collecting city taxes as April 1 and Oct. 1, instead of Jan. 1 and July 1, was offered to the Council by Councilman Joseph Guzzetta, who then moved that action on it be deferred for two weeks. On the second of Councilman Harry C. Goodwin the motion postponing action was unanimously voted by the Council.

Mr. Guzzetta explained that a number of taxpayers find it objectionable to pay half of their taxes on Jan. 1, so soon after their Christmas shopping bills and when interest on mortgages are due. Previously the taxes were paid on May 1. The date was advanced to Jan. 1 under the city manager charter to enable the city to obtain funds to defray the cost of the government for the first four months of the year without being compelled to resort to borrowing.

The borrowing approximated some \$5,000,000 with large interest charges, which were reflected in the taxpayer's bills. The system of advanced one-half payment recommended itself to the drafters of the charter as in keeping with the principles of good business and economy.

Asks Delay to Collect Data

Mr. Guzzetta said he would like the postponement to enable data to be obtained so that all the figures would be available to the Council. He said also that two councilmen were absent and he would like to have the fullest consideration of the various plans presented by the situation. He discussed the matter with Comptroller Higgins and figures will be prepared for consideration by the Council. The taxes can be paid anytime during January without penalty, giving the taxpayers 30 days of grace. After that, penalty is 1 per cent. interest a month.

By unanimous action the Council adopted an ordinance regulating the conduct of auctions and auctioneers. The ordinance recommended by the Law Committee, made up of Vice-Mayor Isaac Ad. Flynn and Councilman Edward P. Flynn and Harry C. Goodwin, has been the subject of discussion with representatives of the auctioneers and other interested parties and there were a number of changes in the original draft. The intent of the ordinance is to regulate business in Rochester, including the activities of auctioneers, business, and drastic measures written into the measure to protect the city from intemperate fake auctioneers plying their activity in Rochester.

Auction Activities Defined

Following are the provisions of the ordinance as unanimously adopted last evening:

Be it ordained by the Council of the City of Rochester as follows:

Section 1. License. Any person, firm or corporation shall be required to obtain a license for sale to the highest bidder of goods, wares, merchandise or property.

Section 2. License. When Required. No person, firm or corporation shall engage in the sale of goods, wares, merchandise or property at public auction, except through the medium of an auctioneer licensed by the city, unless such person, firm or corporation shall have obtained a license from the city.

Section 3. Bond. Before any license is issued for the sale of goods, wares, merchandise or property at public auction, the licensee shall be required to furnish to the city a bond in the sum of \$5,000, conditioned for the faithful observance of the laws of the State of New York and the ordinances of the Council now or hereafter enacted. Said bond shall be approved by the comptroller and by the corporation counsel and shall be filed with the city clerk.

Section 4. Application for License. Any person desiring a license as an auctioneer shall make written application at the office of the city clerk, who shall forward the same to the comptroller and to the corporation counsel for their approval.

Section 5. Granting and Revocation of License. A license shall be granted to a person who has been found to be qualified by the city clerk, the comptroller and the corporation counsel to engage in the business of an auctioneer, and who has obtained a license from the city.

Section 6. Terms of License. A license shall be transferable. All licenses shall expire on Jan. 1, 1929. A license may be renewed without charge for each year from the date of expiration.

COURT DELAYS IMPENDING FOR STREET PAVING

Awarding of Mount Hope Avenue Contract to Sec- ond Lowest Bidder May Bring Injunction Action

Injunction proceedings that may delay improvement of Mount Hope Avenue between Crittenden Boulevard and the city line for considerable time loomed today when the city awarded the contract for the work to Whitmore, Rauber & Vicinus, second low bidder on the ground that the lowest bidder, F. W. & J. J. Crouch failed to comply with regulations.

The Crouch Company bid was \$265,550 and that of Whitmore, Rauber & Vicinus \$299,950.45. The technicality on which the Crouch bid was declared "informal" and rejected, was that one item exceeded the engineer's estimate by more than 20 per cent.

Following award of the contract by the Bureau of Purchase and Supply, Mr. Crouch said he would enjoin the city from delivering the contract and specifications. The item in question in the bid read "40 yards at 40 cents," but the extension was \$4. It was the 40 cents that exceeded the engineer's estimate by more than 20 per cent. Mr. Crouch holds this was a clerical error, and the extension should have been \$40 cents.

Contracts are not awarded on the extensions, but on the unit prices bid. It was said that had the contract been awarded to the Crouch Company, Whitmore, Rauber & Vicinus would probably have sued because of the failure of the city to abide by its regulations, and that the second low bidder in this case is bidding low bidder in the refusal of the Bureau of Contract and Supply to read the bid of the John Petrossi Company on the Lake Avenue improvement between Winchester Street and the B. & P. tracks, brought forth protest from legal representatives of John Petrossi, who is charged with bribing a city inspector and of the John Petrossi Company.

Bids opened on the Lake Avenue improvement showed Whitmore, Rauber & Vicinus apparently low bidder with \$125,985.70; Roach-Thompson company second with \$128,719.63; Warren Brothers Road Company third with \$137,243.65, and C. P. Ward fourth, with \$138,970.65. All of these bids were far below the engineer's estimate of \$226,000.

Eugene J. Dwyer, representing the John Petrossi Company, protested failure to read that company's bid on the ground that the city's reason for rejecting, that the bidder was not a responsible bidder, was not a fact.

Charles E. Bostwick and Anthony Miceli, representing John Petrossi, president of the company, personally held that Petrossi is innocent of any wrongdoing until proved guilty. Mr. Dwyer said the Petrossi bid was not low for the Lake Avenue work by \$20,000.

Assistant Corporation Counsel I. L. Geisler explained that the city had rejected the Petrossi Company bid on the Court Street work and was being consistent.

Mr. Dwyer and Mr. Bostwick conferred with Corporation Counsel Clarence M. Platt following the meeting of the board of purchase and supply, and Mr. Platt agreed that the Petrossi bid be accepted and tabulated, and then rejected on the ground it was not low.

The Times-Union's

Residents of Greenleaf Street appeared both in favor and in opposition to the ordinance providing for an asphalt pavement in that thoroughfare at an estimated cost of \$21,000. Approval of a piece of a number of parcels of land, including one from James L. Hotchkiss, for Emerson Street widening, was given by the Council. Councilman Louis S. Foulkes presented a petition for an asphalt pavement in Otis Street, the asphalt paving, sewers, walks and grading in Greenleaf Street and the similar improvement of Iroquois Street and North Street. Councilman Guzzetta presented for Councilman Nelson A. Milne, who is in Albany, both a petition and a remonstrance regarding a proposed comfort station in Jones Park. Councilman Chester A. Peake presented for Councilman Milne a petition changing the name of Frank Street to Plymouth Avenue North. He also presented a petition for a concrete pavement and sewer in Shelbourne Road. An ordinance providing for this change was referred by Mayor Wilson to the City Planning and Zoning Committee.

Guzzetta Opens Attack On Jan. 1-1929 Proposal To Collect Dates For Paying City Taxes

Taxes April 1, Oct. 1, Means Council Row

Such Action Necessitates Amending City Manager Charter—Dr. Guzzetta Asserts Present Due Dates Work Hardship on Citizen and Business Also.

By ARTHUR H. CRAPSEY

An attack on the provisions of the City Manager Charter which sets city tax collection dates as Jan. 1 and July 1 was launched in the City Council last night by Councilman Joseph Guzzetta, who introduced a resolution changing the dates to April 1 and Oct. 1.

Such action would mean amending the charter and a fight on the floor of the council is foreseen when the resolution comes to vote. The first attack on the charter was that against its non-partisan election provision.

The City Manager Charter came under attack generally about two years ago in a court action brought by Harry J. Bareham, Republican county chairman, represented by Eugene J. Dwyer, Mr. Bareham was not county chairman at that time. The charter was held legal by the Court of Appeals except in its provision concerning non-partisan elections. This provision was thrown out, but the court stated in its opinion the proper manner in which this provision could be rewritten into the charter.

In the first city manager election campaign, all of the council candidates now on the council with the exception of Councilman William F. Durnan, pledged themselves to reinstate the non-partisan clause in the charter. When later this provision came before the council, Councilman Nelson A. Milne joined Councilman Durnan in voting against the provision and Dr. Guzzetta refused to vote.

On Business Basis

The provision specifying Jan. 1 and July 1 as the dates for tax collections was cited during the campaign for the city manager charter as one of the main steps toward conduct of city affairs on a business basis. It was designed to obviate the necessity of the city's borrowing several millions of dollars and payment of large amounts of interest thereon to conduct the affairs of the city for four months, from Jan. 1, the beginning of the fiscal year, to May 1, the former tax collection date.

The fight on the non-partisan election provision in the City Council developed the first clear line of demarcation between so-called Republican organization sympathizers and the city manager group.

In connection with Dr. Guzzetta's charter-amending resolution a referendum is not mandatory to obtain its enactment or defeat, but taxpayers are granted the right to vote on the question. Signatures of 10 per cent. of the number of voters at the last gubernatorial election are required to make such a petition effective.

A thrust was also made at the present method of awarding snow cleaning contracts by Councilman William F. Durnan, who made the suggestion that this matter be referred to a committee. He believes a plan might be devised whereby the city could receive a base bid founded on the contractor's overhead, and in addition, an offer to clear the snow at so much per trip per foot. Under such a specification, he said, "the city might have saved more than \$200,000 or \$300,000 to date this year."

Councilman Guzzetta's resolution, on his own motion, was laid on the table for two weeks to provide time for obtaining figures showing the interest which the city would be obliged to pay on funds borrowed to meet interest on mortgages, that they must be paid on time. He believes the taxpayers would rather pay a little more in April than to have a penalty charge for failing to meet their tax bill in January.

Present Method Universal

City Manager Story said that turning from the present method of collecting taxes in January would be to turn from the method

CLUB ASKS CITY HOLD ON LIBRARY

Woman's City Group Against Plan for Control of Self- Perpetuating Board

CALLS IT UNDEMOCRATIC Rather Than Accept Such Terms Would Do Without Reynolds Collection

In a statement released yesterday, the Central Library committee of the Woman's City Club object to any move that would place the Rochester Central Library control in the hands of a self-perpetuating and permanent board of trustees. The statement follows:

"The Central Library committee desires to make its position quite clear with regard to the proposed amalgamation of the Reynolds Library with the Central Library of Rochester. The committee holds, as it has always held, that Reynolds Library was intended by its founder for the use of all Rochester's citizens, and is in full agreement with the Reynolds board that it should be administered in such a way as to give the best possible service to all these citizens. It is also our contention that the city library system, with the Central Library as its focal point, should be administered with the same end in view.

Wants Democratic Administration

"When union between the two was proposed, it seemed to us, as to many other interested persons and organizations, that such union would be for the best interests of all concerned, provided that the city was assured of a united, harmonious, efficient and democratic administration of the combined libraries. Unity and harmony it is assumed would be assured on the terms generously and self-effacingly proposed by the Public Library board, which give the Reynolds board complete control of a Central Library to be built, maintained and largely stocked with books by the city, in return for the Reynolds collection as it now stands, and as it may be augmented in future by the expenditure of the Reynolds income. Efficiency would be assured by the employment of a trained librarian of high standing, such as would undoubtedly be appointed. It is the conviction of this committee, however, that democratic administration could not be given by a self-perpetuating and permanent board of trustees.

"The quality of the personnel of the Reynolds board—its intellectual caliber, its integrity, its public spirit—are not for one instant called in question by this criticism. The appointment of any one of all these men to the Public Library board, that were possible, would meet with the approval of this committee. Some of them are now serving on that board, others have served on it in the past. It is the opinion of organization of the Reynolds board which we feel is un-

der the present system of awarding snow cleaning contracts, Mr. Story said \$45,000 had been cleared from the cost of snow cleaning in prior years.

suitable to the administration of a city library system, even to the administration of a Central Library alone.

Would Not Have City Yield Control

"Mr. Adler states that he understands it to be in accordance with modern library policy to place the control of a city library system in the hands of a nonpolitical board of trustees. We conclude from our investigation that it is not in accordance with modern library policy to place such control in the hands of a self-perpetuating and permanent group of men—in other words, in the hands of a private corporation, the representative character of which the city is thereafter wholly unable to determine. A nonpolitical board, all would agree to be essential. Our public library board is, under the terms of our new Charter, ap-

pointed by the city manager, one member each year for a term of five years, the members being selected without regard for political parties, and, we assume, with a view to representation of all groups of citizens, as well as to ability and public spirit. Surely Mr. Adler would not characterize such a body as a political board.

"We therefore hold that while Reynolds Library has great potential value to the city, the city has no right, for the sake of securing those resources, to yield its right to control its own library resources, and develop its own libraries, in accordance with the needs of those who use them, through a board of trustees who directly represent their interests. If, as seems indicated by the negotiations published on Dec. 25, 1928, it is impossible to benefit by the resources of Reynolds Library on those terms, we believe that we should turn our efforts toward the independent development of a central library, which will give adequate housing and increased opportunity of service to the splendid staff that has already been made at 54 Court Street."

The latter fact became known when the Lincoln-Alliance Bank requested information of the City Zoning Advisory Board as to whether the old or the new building line is to be observed in construction of a new bank building. The bank is planning a new structure at Brown and Main Street West. The advisory board could not answer the question.

Some buildings have been cut back in accordance with the provisions of the 1925 ordinance, and some new construction has been carried on under the same provisions. But there remain a large number of structures, including the Buffalo, Rochester & Pittsburgh Railway Station, which have not been cut back, and what to do about it all is the quandary in which the new administration finds itself.

City Denied State Aid to Build Ridge Bridge

Albany, Jan. 22.—The City of Rochester will proceed with plans for the new Ridge Road bridge without delay, Public Works Commissioner Harold W. Baker said today following a conference between Rochesterians and Frederick Stuart Greene, State commissioner of public works.

City and county officials, including Stephen B. Story, city manager, called upon Colonel Greene to see if state aid could not be enlisted in building the bridge. Colonel Greene told the delegation there was no precedent for such assistance and that he had no intention of establishing such a precedent. The bridge and approaches are entirely within the city.

The Monroe County people hoped to have the section of the road from Lake Avenue to St. Paul Street put on the state road map and thereby secure state aid to the extent of 55 per cent. for the bridge. At the end of the meeting, Commissioner Baker observed that there was no further hope of state aid and that, in his opinion, the city should at once proceed with drawing plans for the structure.

SEEK TO SOLVE MAIN ST. WEST WIDENING KNOT

Old Government Appropriation Long Since Spent—Project Only Be- gun—Owners Alarmed.

Property owners and city officials today were seeking a common ground in the Main Street West widening tangle in which \$75,765.63 has been spent, while the building line ordinance, adopted by the old form of government, gave an estimate of but \$30,000.

The widening project was authorized April 12, 1923, and the improvement extends from Oak Street to York Street. Less than a dozen frontages have been purchased, leaving 131 parcels of land to be acquired. With the cost already more than twice the estimate the property owners declare completion of the work on the present basis would mean little less than confiscation of their properties.

The city is seeking some method of adjustment, and the property owners met today with City Manager Stephen B. Story, Mayor Joseph C. Wilson and Councilman Charles E. Milne to determine what course is to be followed. Work on the improvement was stopped some time ago, but in the meantime interest charges are accumulating, and building is held up.

The latter fact became known when the Lincoln-Alliance Bank requested information of the City Zoning Advisory Board as to whether the old or the new building line is to be observed in construction of a new bank building. The bank is planning a new structure at Brown and Main Street West. The advisory board could not answer the question.

Some buildings have been cut back in accordance with the provisions of the 1925 ordinance, and some new construction has been carried on under the same provisions. But there remain a large number of structures, including the Buffalo, Rochester & Pittsburgh Railway Station, which have not been cut back, and what to do about it all is the quandary in which the new administration finds itself.

City and county officials, including Stephen B. Story, city manager, called upon Colonel Greene to see if state aid could not be enlisted in building the bridge. Colonel Greene told the delegation there was no precedent for such assistance and that he had no intention of establishing such a precedent. The bridge and approaches are entirely within the city.

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Now!

New Member of Zoning Advisory Board Named by Manager Story

C. A. Livingston Has Had Much Experience in City Planning



CLARENCE A. LIVINGSTON

The appointment of Clarence A. Livingston, 290 Kenwood Avenue, as a member of the Zoning Advisory Board to fill a vacancy caused by the death of John J. Johnston was announced yesterday afternoon by City Manager Stephen B. Story. Mr. Livingston is a registered architect and is superintendent of buildings for the University of Rochester. He was an associate architect in the preparation of the plans for the Eastman Theater and School of Music and has had a wide experience in construction and architectural activities.

Mr. Livingston has been an ardent student of city planning and was engaged in the preparation of the city plan of Saginaw, Mich. At that time he was an associate with the architectural firm of Daniel A. Burnham Company of Chicago. Mr. Burnham was internationally known as a city planner, and his outstanding work in this field was the preparation of the plan for Chicago.

Mr. Livingston's association with the firm gave him a background of city planning which is exceedingly valuable to the Zoning Advisory Board. City Manager Story declared. All of the members serve without compensation, and accept the responsibility because of their civic interest. With the development of the city plan for Rochester in the making, together with the preparation of the Financial Program, there is a tremendous amount of work and responsibility that falls on the City Planning Committee.

County Should Help Pay For Orchestra Here, Flynn Declares

Monroe Could Follow City's Plan to Contribute Amount of Tax Levies Plus An Equal Appropriation, Says the Councilman.

By ARTHUR H. CRAPSEY

Monroe County, as well as Rochester, should contribute to the support of the proposed Philharmonic Orchestra, in the opinion of Councilman Edward P. Flynn.

Mr. Flynn referred to the plan of George Eastman to perpetuate the orchestra as a civic enterprise and aid in musical education. The Eastman Theater has been placed on the tax rolls of the city, and under Mr. Eastman's plan the City of Rochester would appropriate the amount of taxes against the property as the Board of Education's share toward paying for the orchestra.

Other contributors, according to Mr. Eastman's plan, would be \$75,000 from the Monroe School of Music; \$70,000 from the Eastman Theater Subscriber's Association; \$15,000 from admission charges and \$60,000 from a Civic Music Association composed of men and women interested in the undertaking. The total expense of maintaining the orchestra is estimated at \$260,000. The Board of Education share is estimated at \$40,000.

County Should Help

"Residents of Monroe County outside Rochester could avail themselves of the benefits to be derived by adoption of Mr. Eastman's plan," Mr. Flynn said. With 60 concerts to be given a year in high school auditoriums and the offer of Stromberg-Carlson to broadcast these concerts, it seems to me fair that the county should carry part of the cost."

BOULEVARD BRIDGE TO BE LAID IN FALL

City Arranges with Central Railroad to Avoid Tieup of Summer Traffic

KEEN PAVING BIDDING Hope to Have First Stretch Done by July; Suit Looms Over Mount Hope Award

Through an understanding reached between Harold W. Baker, commissioner of public works, and J. G. Brennan, grade crossing engineer of the New York Central Railroad, the reconstruction of the bridge in Lake Avenue Boulevard, near Lakeland, has been scheduled to start in September. Railroad officials were prepared to start immediately upon completion of the final plans, which would bring the construction into the Summer months when Lake Avenue Boulevard has peak traffic. Because Lake Avenue is the only direct artery through that section of the city, it is impossible to provide a detour except at prohibitive cost and Commissioner Baker was able to schedule the work at a time when it will cause the least amount of inconvenience. Four months are estimated to complete the bridge and the preliminary details will be in care for so that construction can be started without delay.

Spirited Bidding Develops

Spirited bidding developed for the contract for the asphalt paving, sewers, and walks in Lake Avenue, from Winchester Street to the Buffalo, Rochester & Pittsburgh Railway Company bridge. This is the section that includes the cemeteries. The engineer's estimate was \$162,086.65 for the construction, but in the keen competition of eight contractors, according to tabulations completed yesterday afternoon by Edward C. Widman, chief clerk of the Bureau of Design and Construction, Whitmore, Rauber & Vicinus was low with a bid of \$126,355.70.

In the preparation of the specifications Commissioner Baker has fixed a time limit of 150 days for the completion of the work. The contract will be awarded next Wednesday, and the work will be started immediately, so that the stretch of road may be completed before July 1 when the traffic to the lake is heaviest. Commissioner Baker said that upon the award of the contract he will ask Whitmore, Rauber & Vicinus to make a special effort to complete the work well within the time limit. He said that he hopes to have the ordinance for the section from Stutsen Street to Beach Avenue ready for introduction in the City Council within the next week or two. It is planned to do this work this

Water Main Forces Alteration In Plans For Monroe Library

Great Trunk Conduit Found Too Near Proposed Site For Building—Architects Rearrange Ground Scheme So as to Avoid Pipe in Construction.

Discovery that a three-foot trunk water main, carrying water from the Cobbs Hill reservoir underneath the subway and thence along Monroe Avenue, lies only six feet beneath the surface of the northeast point of the new Monroe Branch library site has necessitated changes in the plans for the new building, said Charles H. Wiltzie, president of the Rochester Public Library Board.

Bohackett and Brew, Rochester architects, whose plan for the new library building won the first place in the competition conducted by the library board, are changing their ground plans so as to get the walls back three feet and miss the water main. Cement re-enforcement and other precautionary measures will be used in order to safeguard the building from any possibility of flooding in event of a break in the water main.

The main originally was laid under the Erie Canal and thus is below the surface of the subway. East of the subway, however, it rises at an angle of 45 degrees to reach the Monroe Avenue level. The volume of water carried by the pipe is such that it is felt best to take every precaution to protect the library building.

Editor, Rochester Journal:

Does Mr. Goodwin realize the money it will cost a working man for his little pleasure he has in driving his family around Sundays and evenings, if he has to pay a cent a pound for his car?

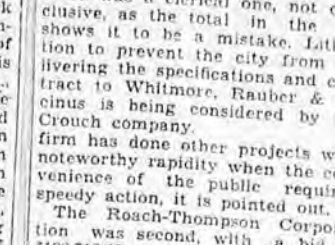
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Not long ago a piece appeared in the paper about some of the office holders getting a boost in salary. They were not getting enough, they said, but we don't see where the laborer working the city got any raise.

J. E. C.

City Financial Advisory Board Organizes, Electing George H. Clune, Chairman



City Financial Advisory Committee photographed at organization meeting yesterday: From left, LeRoy E. Snyder, Raymond N. Ball, Kendall B. Castle, George H. Clune and Edward A. Halblieb.

The City Financial Advisory Board, which will serve in conjunction with the city officials in the formulation of a program for capital expenditures in Rochester over a period of five years, conducted its organization meeting yesterday afternoon in the office of City Manager Stephen B. Story, and elected George H. Clune chairman.

Other members of the board named by Manager Story are Edward A. Halblieb, Raymond N. Ball, Leroy E. Snyder, and Kendall B. Castle. Charles R. Dalton, assistant director of the Municipal Research Bureau, was appointed secretary. All of the members serve without compensation.

Story Outlines Scope

Besides Mr. Story and the full membership of the board, Controller Clarence E. Higgins and L. B. Cartwright, city auditor, attended the session. The scope of the work that will be undertaken by the board was outlined by Mr. Story, who explained the procedure to be followed by the city in the collection of necessary data and information to facilitate the financial study and the preparation of a program for capital expenditures looking to the development of Rochester for a period of at least five years.

Mr. Story explained the methods of approaching the problem of arranging for the orderly expenditure of municipal funds on large projects with a definite program in view, and cited the experience of Detroit. The method used in that city was discussed in detail by the board, and the more attractive features of the procedure devised in other cities will be used here. The city administration through its departments, boards, bureaus, and commissions, will provide a program for capital projects that recommend themselves as desirable as the result of expression of public sentiment, or appear to be advantageous based on the experience of the public officials. Estimates of cost will be provided and other technical information that is available and is from this data that the Financial Advisory Board, serving in an advisory capacity, will endeavor to prepare a plan for expenditure to conform with the best interest of the city.

City Plan Kept in View

In conjunction with the study of the financial problem will be the preparation of a city plan under the direction of the City Planning Commission, of which J. Foster Warner, is chairman. The Zoning Advisory Board, of which A. A. Hopeman is chairman, has an important part, together with the Harbor Advisory Board, to be announced soon, and to co-ordinate the entire study will be the impetus of the city manager administration.

West Avenue Building Line Again Argued

Lincoln-Alliance to Erect New Branch; City Officers Meet Property Owners

Application of the Lincoln-Alliance Bank for a ruling on the location of the West Avenue building line has revived the question of the widening of the street which has been discussed for the last five years and a large group of property owners in that street met yesterday with City Manager Story for a discussion of the matter. No decision was reached and there will be a further conference. The city started to widen the street, but the taxpayers complained that the cost was abandoned. Several frontages were acquired and the buildings on them erected to conform with the new lines.

A. Mills and Chester A. Peake, Corporation Counsel Clarence M. Platt, Edwin A. Fisher, John Howe, city engineer, and Arthur Vedder, secretary of the City Planning Commission, and others.

CONTRACT LET FOR BOULEVARD SEWER, STREET

Whitmore Firm Wins Job for Stretch in Lake Avenue; Work to Be Rushed

The contract for asphalt paving and sewers in Lake Avenue boulevard from Winchester Avenue to the Buffalo, Rochester & Pittsburgh Railway bridge was awarded yesterday afternoon by the Bureau of Purchase and Supply to Whitmore, Rauber & Vicinus.

The contract provides for a 26-foot asphalt pavement, with storm water and sanitary sewers, and a six-foot walk on the east side of the road. Commissioner Baker

Petrosi Bid Rejected

The bid of John Petrosi, Company was rejected by the Bureau of Purchase and Supply on the ground that Mr. Petrosi was not a responsible bidder. Because of his indictment for alleged bribery of a city employee. This brought a protest from Eugene J. Dwyer, representing the company, and Charles E. Bostwick and Anthony Miceli, representing Petrosi, personally. After conference with Corporation Counsel Platt the bid was accepted for tabulation and rejected because it was about \$20,000 higher than the low bid of Whitmore, Rauber & Vicinus.

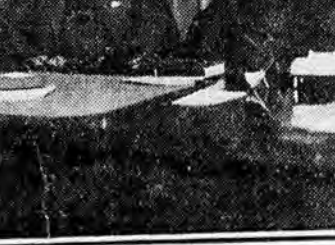
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Commissioner Baker is advancing plans for the elimination of the Boxart Street crossing of the New York Central. It is planned to close the section of Boxart Street, north of the New York Central bridge and to acquire a portion of land along the south of the tracks, curving the street to reach Lake Avenue, in close proximity to Lakeland, and without crossing the railroad.

The Public Service Commission has provided in its order for a thirty-eight-foot street, but Commissioner Baker has applied for a modification of the order to enable the construction of a fifty-foot street. The cost of the thirty-eight-foot street was divided so that the railroad paid 50 per cent, the state 40 per cent, and the county 10 per cent. The additional width of six feet in each direction will be charged to the city. Commissioner Baker believes that the proper development of the section requires a wider street.

City Manager Story Outlines Scope of Body Which Will Counsel in Five-Year Development Program from Rochester



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City Enjoined From Letting Mt. Hope Improvement Work

Crouch Company Obtains Injunction on Grounds Their Low Bid For Contract Was Rejected on Mere Clerical Error.

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The injunction is returnable in special term of Supreme Court Monday and was granted by Supreme Court Justice Gillette.

The Crouch Company contends the error in its bid was clerical. It involved a bid on an item of more than 20 per cent of the engineer's estimate.

The Crouch bid was \$98,317, and the Whitmore, Rauber & Vicinus Company bid was \$99,906, second low. The error claimed related to removal of asphalt. The Crouch bid specified 40 yards of asphalt removal at 40 cents a yard, but carried an extension of the cost as \$4. The Crouch Company holds the extension of \$4 shows the intent of the firm to bid 10 cents a yard for the removal work. It was the 40 cents which exceeded the engineer's estimate.

In throwing out the bid as informal, the city declared contracts are awarded on the basis of the unit bid and could follow no other procedure.

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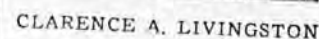
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mission and the Zoning Advisory Board and the other agencies made up of prominent citizens who are interested in the general progress of the city and have taken up the work in this spirit, Mr. Story reported out. Mr. Livingston's experience has shown him that zoning regulations, city planning, and kindred subjects belong to this group of public spirited citizens, and that they are one of the most advantageous adjunct, the city manager asserted. Members of the Zoning Advisory Board in addition to Mr. Livingston are A. A. Hope, city chairman, Howard C. Rupert, Frank Frey and Charles A. Car-

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Residents Could attend
Some fine school buildings with auditoriums have been erected in the towns surrounding Chester and there is no reason the children should not hear concerts, the councilman said. "Residents of these communities could attend the Sunday concert in the schools," he said. The county administration cannot make the suggestion the city appropriate an amount equal to the amount the Eastman Theater receives from the county for support of the orchestra, he said. "The county is not appropriating as its share the amount of the county tax against the theater."

Central tracks is being reconstructed under the provisions of the old Railroad law. Under this plan the railroad pays 50 per cent., the city 25 per cent., and the state 25 per cent. The plans as ordered by the Public Service

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City Engineer, who is in charge of the work under Commissioner Baker's direction. At present there are separate structures for each of the tracks of the New York State Railways, the bridge for the vehicular traffic and

These structures will be combined in one bridge of attractive design, Commissioner Baker explained.

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City Financial Advisory Committee photographed at organization meeting yesterday. From left, LeRoy E. Snyder, Raymond N. Ball, Kendall B. Castle, George H. Clune and Edward A. Halblieb.

Whitmore Firm Wins Job for Stretch in Lake Avenue; Work to Be Rushed

The contract for asphalt paving and sewers in Lakeview boulevard from Winchester Avenue to the Buffalo, Rochester & Pittsburgh Railway bridge was awarded yesterday afternoon by the Bureau of Purchase and Supply to Whitcomb & Julius on their low bid of \$12,855. The board met in special session at the home of Harold W. Baker, commissioner of public works, for the purpose of enabling the contracting firm to start immediately on construction. The company will move machinery to the barge canal and will start on the sewers immediately. As soon as the ground settles the pavement will be laid. While the contract provides for a time limit of 150 days, representatives of the board and Commissioner Baker say they will try to put the work through at top speed to avoid completion before the late Spring and summer traffic to the lake. The work will be done with as little inconvenience as possible to traffic and funerals going to the cemetery.

Lincoln-Alliance to Erect New Branch; City Officers

[illegible]

The Lincoln-Alliance Bank plans to erect a new building at Main West and Brown Streets. Attending the conference yesterday were Mayor Wilson, Councilmen Nelson A. Milne and Chester A. Peake, Corporation Counsel Clarence M. Watt, Edwin A. Fisher, John Howe, city engineer, and Arthur Vedder, secretary of the City Planning Commission, and others.

City Manager Story Outlines Scope of Body Which Will Counsel in Five-Year Development Program from Rochester

By HIRAM MARKS

The Financial Advisory Board which will serve in conjunction with the city officials in the formulation of a program for capital expenditures in Rochester over a period of five years, conducted its organization meeting yesterday afternoon in the office of City Manager Stephen B. Story, and elected George H. Clune chairman.

Other members of the board named by Manager Story are Edward A. Halbelbe, Raymond N. Eady, Leroy E. Snyder, and Kenneth R. Castle. Charles R. Hilditch, assistant director of the Municipal Research Bureau, was appointed secretary. All of the members serve without compensation.

with responsibility vested in Harold W. Baker, commissioner of public works, who has been assigned to Mr. Story to be the directing force in the study. Later the employment of an outside expert to check and counsel with the city administration, is contemplated.

It was made clear by Mr. Story that the Financial Advisory Board and the other public spirited citizens who comprise the groups who have a direct responsibility under the procedure for devising a city plan are undertaking a task of tremendous proportions, and one that will, with constructive and deliberation, unquestionably reach a solution that will be of incalculable benefit to the city. It will elim-

Story Outlines Scope

Besides Mr. Story and the full membership of the board, Comptroller Clarence E. Higgins and L. B. Cartwright, city auditor, will tend to the session. The scope of the work that will be undertaken by the board was outlined by Mr. Story, who explained the procedure to be followed by the city in the collection of necessary data and information to facilitate the financial study and the preparation of a program for capital expenditures looking to the development of Kauchester for a period of at least five years.

Mr. Story explained the methods of approaching the problem of arranging for the orderly expenditure of municipal funds on large projects with a definite program in view, and cited the experience of Detroit. The method used in that city was discussed in detail by the board and the more attractive features of the procedure devised in other cities will be used here. The city administration through its departments, boards, bureaus, and commissions, will provide a program for capital projects that recommend themselves as desirable as the result of experience and judgment. It is expected to appear to be advantageous from a general survey of the situation based on the experience of the public officials. Estimates of cost will be provided and other technical information that is available and it is from this data that the Financial Advisory Board, serving in an advisory capacity, will prepare a plan for expenditure to conform with the best interest of the city.

City Plan Kept in View

In conjunction with the study of the financial problem will be the preparation of a city plan under the direction of the City Planning Commission, of which J. J. Warner, is chairman. The Zoning Advisory Board, of which A. A. Hopeman is chairman, has an important part, together with the Harbor Advisory Board, to be announced soon, and the study of the city plan will be the impetus of the city manager administration.

New York City, like Rochester, feels the need of a city plan. A committee appointed by Mayor Walker to investigate the subject and which was headed by Edward Bassett, an expert on city planning, has recommended the appointment of a board of three members to make a "master plan" of the city, as the foundation for future city expansion.

This master plan will show "desirable streets, highways, street grades, public places, bridges and tunnels, approaches to bridges and tunnels, viaducts, parks, parkways, playgrounds, roadways in streets and parks, sites for public buildings and structures, building zone districts, pierhead and bulkhead lines, waterways, routes of railroads, omnibuses and ferries and locations and sewers, water conduits and other public utilities."

New York now feels acutely the need of some agency to deal in a broad way with numerous problems caused by rapid growth and increasing congestion. One interesting feature of the recommendations, intended to insure compliance with the form of the city plan adopted, is that the proposals of the City Planning Board shall be effective unless they are overridden by at least twelve of the sixteen votes of the Board of Estimate.

"It is high time," says the New York Evening Post, "that this city had a City Planning Board. The studies made by a regional plan, which is finishing its elaborate labors, are in effect a mass of proof that we have paid heavily and are paying heavily for our neglect to create such an agency."

What is true of New York is true of every growing city that fails to wake up to the importance of a city plan until it finds itself confronted with problems of growth and development that it has not foreseen in advance and therefore is not prepared to meet.

Crouch Company Obtains Injunction on
Grounds Their Low Bid For Contract
Was Rejected on Mere Cler-
ical Error.

The city today was enjoined from delivering specifications for the Mt. Hope Avenue improvement work to Whitmore, Rauber & Vicinus Company by an injunction obtained by F. W. & J. J. Crouch, whose low bid was rejected by the city purchasing agent on a technicality.

The information is returnable in special term of Supreme Court Monday and was granted by Supreme Court Justice Gillette.

The Crouch Company contends the error in its bid was clerical. It involved a bid on an item of more than 20 per cent. of the engineer's

The Crouch bid was \$98,337, and the Whitmore, Rauber & Vicinus Company bid was \$99,906, second low. The error claimed related to removal of asphalt. The Crouch bid specified 40 yards of asphalt removal at 40 cents a yard, but carried an extension of the cost as \$4. The Crouch Company holds the extension of \$4 shows the intent of the firm to bid 10 cents a yard for the removal work. It was the 40 cents which exceeded the engineer's estimate.

In throwing out the bid as informal, the city declared contracts are awarded on the basis of the unit bid and could follow no other procedure.

The section of Mt. Hope Avenue involved is between Cliftenden Boulevard and the Barge Canal.

what he characterized as "exorbitant rentals that the city is

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122 DEBATE STEEL AND CONCRETE FOR NEW SPAN

Plans and Tentative Estimates for Both Types To Be Submitted for Smith Street Bridge.

Whether the proposed new bridge over the Genesee River at Smith Street will be of concrete or steel was a matter being considered today by Commissioner of Public Works Harold W. Baker. Decision is expected within 10 days.

Plans for both types of construction with tentative estimates have been submitted to the commission by Robert DeChamps, representing Frank P. McKibben, bridge expert engaged by the city. Cost of the bridges will depend largely on tests for foundations, but the estimates suggested were \$300,000 for steel and at least \$1,000,000 for concrete.

Conference on the plans submitted was held by Mr. Baker and Henry Howe and C. Arthur Poole, city engineers. The width of the bridge, which is to replace the present span, will be 80 feet, affording four lanes for traffic and walks, and the plans have been drawn with view of meeting requirements for the next quarter century.

Upon decision on the type of construction to be used plans will be prepared. No blue prints will be made until the City Council approves the plans and authorizes appropriations.

CITY SHOWN BIG 'LANDED PROPRIETOR'

Report Lists Real Estate Within Municipality of Value of \$10,698,370

The City of Rochester owns real estate within the municipality valued at \$10,698,370, it was indicated yesterday in the report of Warren W. Allen, chief of the newly created Real Estate Bureau, which was submitted to Comptroller Clarence E. Higgins.

Inventory of city-owned property listed the Department of Public Works including Convention Hall, \$3,415,220; playgrounds and parks, \$4,569,380; police, \$389,760; fire, \$1,856,290, and City Hall with proposed municipal building sites, \$751,760.

In the last year, the city collected from 28 tenants a total of \$22,584 without the aid of real estate brokers, who previously made the collections on a commission basis. The city also netted \$76,333 from the sale of real estate.

The inventory was made to permit the city to dispose of all unnecessary land as soon as possible to make it profitable through taxes, said Mr. Allen.

QUIT CLAIM DEEDS ASKED BY ATTORNEY

City Should Aid Owners of Buildings Just Across Street Line, He Says

TITLES NONINSURABLE
Says Property Unsaleable; City Counsel Opposes Move Begun by Eber

Not Yet Ended

Halfway building has by no means reached its final destination. It is a matter of time before it will be destroyed by fire or other life eternal.

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PLATE-BONDING BILL APPROVED BY NEWSPAPER

Would Stabilize Municipal Finance, Says New York Bond Publication

Provisions of a bill providing procedure for the issuance and validation of municipal bonds will have a tendency to stabilize the financial procedure under which municipalities pay for their local improvements, according to the Daily Bond Buyer of New York City, authoritative publication in the matter of bond buying and selling.

After reviewing the bill, which was drawn by Corporation Counsel Clarence M. Platt, the Bond Buyer says:

"While the legislation is optional in its provisions, it is expected that all municipalities will avail themselves of it, provided it is enacted into law, and it will have the tendency to stabilize financial procedure under which municipalities pay for their local improvements."

"One essential phase of the legislation makes it necessary for administrations to limit the time of bond issues to the average life of an improvement, with the provision that no issue shall be for more than forty years. Another provision makes it necessary for a municipality to take up the first installment of a bond issue within two years of the issuance of the bonds."

A statement by Robert R. Reed of Reed, Hoyt and Washburn, as published on Dec. 21 in the Democrat and Chronicle, is quoted and provisions of the bill are given in detail. It was introduced last week by Senator Cosmo A. Cilano and Assemblyman Harry McKay.

Historic Scrapbooks Collection To Speed Honeoye Suit, Baker States

Preparation of Record of Commission Hearings Causing Delays, Official Says—Case May Be Taken to Appeals Court—3 Years For First Project.

By ALICE E. K. WOOD

Rochester is near the safety limit of its water supply, but the city has done all it can to hurry legal proceedings that will insure an additional source, Commissioner of Public Works Harold W. Baker said today in commenting on the status of the Honeoye Lake water diversion suit.

It is hoped, the commissioner added, that the case will be ready for a hearing before the Appellate Division, Third Department, at the March term, though it may have to be held over until the May term.

The "water crop" of the Hemlock and Canadice water shed is about 30 to 31 million gallons a day, said Baker. Rochester's average daily consumption last year was 30 million gallons a day. All of which means, he said that if we had a succession of two or three very dry years, Rochester would be in a serious situation.

The remedy is the city's plan for damming Honeoye Creek about eight miles north of the head of the lake, the commissioner continued. This will make Honeoye Lake about three times as large as it is now to furnish water for the city as Hemlock and Canadice do now.

The cost of the completed project is estimated at \$23,000,000 but that portion of it to be completed in the first few years will come only to \$12,000,000.

More Delays Faced

When the State Water Power and Control Commission granted the application of the city for the development last June, Ontario County appealed to the Appellate Division.

The extensive minutes in the commission's hearings are now being printed for Ontario County by the Daily Record in this city and will run to some 2,000 pages. It is hoped their publication will be completed in about two weeks.

After these are printed, the commissioner pointed out, briefs will have to be exchanged and filed, the case put on the calendar, argued, and then some time will probably elapse before the decision is given. After that the loser may appeal to the Appeals Court.

Blossom Rd. Project Newest Improvement Following City Plan

Commissioner Baker Terms Ordinance Now Before Council An Example of Steps Being Taken Constantly—Grade Crossing Eliminations.

"The ordinance now before the City Council for the improvement of Blossom Road between University Avenue and Winton Road is an example of steps the city is quietly taking all the time to carry out the city plan," said Commissioner of Public Works Harold W. Baker this morning.

The commissioner declared that Rochester's city plan is constantly borne in mind as improvements are effected.

"First step in the Blossom Road project is the widening and improvement of the street," said Commissioner Baker. "The second step which we will take shortly is application to the Public Service Commission for the elimination of the Blossom Road crossing of the New York Central tracks."

"Another example of our advances in effecting the city plan is the construction of an underpass at the Winton Road crossing of the New York Central," he said. The commissioner pointed out that the elimination of the railroad grade crossings is decided upon by the state Public Service Commission and paid for, under the state law, 50 per cent. by the railroad, 25 per cent. by the state and 25 per cent. by the county.

Despite City Council disapproval of a proposed appraisal of land needed for extending Broad Street easterly, from South Avenue to Alexander Street, developments at the City Hall today indicated the administration anticipates the extension within its own life time.

City Manager Story told John D. Pike, builder, that he may proceed with the construction of a professional building, on the northwest corner of Alexander Street and Gardner Park, without fear of interference, when Gardner Park is widened into the easterly end of the Broad Street extension.

Mr. Story said the widening will be all on the south side of Gardner Park. Mr. Pike said this would permit the completion of his proposed building plans. The Pike property has a frontage of 100 feet on Alexander Street, and about the same depth in Gardner Park.

CITY BOARD APPROVAL IS SOUGHT

Real Estate Operator Applies for Permit To Construct Apartment Hotels in Tract West of Ontario Beach Park.

Development of a miniature Lake Shore Drive, similar to that famed thoroughfare of apartment houses and hotels in Chicago, looms possible for Beach Avenue, if the City Planning Advisory Board approves.

Lloyd B. Ball, Powers Building real estate operator, made the first move today when his application for a permit to build apartment hotels in Beach Avenue, west of Ontario Beach, was filed with the board. Decision was withheld.

Such action has not been entirely unexpected by those in touch with development of Rochester real estate. Time was when Beach Avenue was lined with summer homes of wealthier Rochesterians. It was one of the show places of the section.

The matter of upkeep then was insignificant compared with the present cost. Owners paid county and village taxes and took pride in the improvement of their places.

Then Rochester annexed Charlotte and made it the present Twenty-third Ward. Upkeep rose rapidly. City taxes were levied. Improvements were made and had to be paid.

The district became more congested. Many retained the big plots of ground which had surrounded their summer homes, but many more sold part of their property and other homes were built. Beach Avenue, which in turn now has an outlet to Dewey Avenue, increased and egress from practically all sections of downtown Rochester became a simple matter.

From being a site for summer homes, Beach Avenue has become an all-the-year-around place of residence.

Mr. Ball said no site has been selected for the venture as yet. Approval of the commission is essential at first.

Council May Act Tonight On School Fund Appropriation

News Stand Ordinance May Also Come Up For Final Action—Bill Authorizing Payment of B., R. & P. Claim For Dredging River on Program.

Action of the City Council tonight on three major questions pending for some time, will depend on the reports of committees.

No definite indication as to these reports was forthcoming today.

Appropriation of \$900,000 for the Board of Education is likely to be made tonight. The original request of the board was pared down more than one-half by the finance committee.

Another ordinance slated for final consideration is one authorizing the city to pay a claim of \$30,000 made by the Buffalo, Rochester & Pittsburgh Railway for dredging the Genesee River.

The proposed news stand ordinance is expected to come up again for final action. While permitting the sale of newspapers and magazines at street stands, it will require that permission for stands be obtained from adjoining property owners in addition to a city permit.

COUNCILMEN ALLOW SCHOOLS \$900,000 FOR CONSTRUCTION

Unanimous Approval of Committee's Report Comes After Warm Debate Opened by Nelson Milne

BOARD OF EDUCATION SHOULD GO TO PEOPLE, SAYS GOODWIN

on has been "treated liberally" by the City Council in the recommendation to its need for construction of \$900,000 sought by the board, as the response of Vice-Mayor issued by Councilman Nelson Milne should be given to the board's request exceeding \$2,000,000. In response which he said were offered not by the finance committee, Vice-Mayor Wilson and Councilman Edmister, asserted that the most given to the school authorities' decision regarding the construction of the new high school.

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124 Renewing City Hall Annex Lease Proposed

A resolution authorizing City Manager Stephen B. Story to renew with George Eastman the lease for the City Hall Annex for a period of two years at a rental of \$25,000 a year was introduced in the City Council by Councilman Chester A. Penke. It was referred by Mayor Wilson to the finance committee. The renewal as approved by Corporation Counsel Clarence M. Platt provides for the city carrying \$300,000 fire insurance on the property, or obligating itself for the payment of this sum in the event of fire and insurance in not carried.

The local law permitting the city to pay a claim of \$30,000 to the Buffalo, Rochester & Pittsburgh Railway Company for services performed in dredging the Genesee River at the Port of Rochester was passed by the City Council. The work was done two years ago. Upon the favorable report of the finance committee the council authorized Comptroller Higgins to invest certain funds of the city in Rochester securities.

Comptroller Higgins was authorized to renew \$175,000 in general local improvement notes and \$225,000 in special local improvement notes; \$100,000 in municipal aviation field notes. Three ordinances amending sections of the bond ordinances, one relating to the issuance of \$1,225,000 in bonds for special local improvements, were referred to the finance committee.

Upon the favorable report of the

Ordinance Licensing News Stands Passed

The ordinance giving City Manager Stephen B. Story authority to license the news stands on the sidewalks of Rochester was passed unanimously last evening by the City Council.

The ordinance provides sufficiently drastic provisions so that the City Manager can meet any situation that is regarded as undesirable.

Gilbert Nusbaum, attorney for the newsboys, asked permission to make several inquiries of Mr. Story, which was granted, and among the questions to the City Manager was one regarding his attitude toward the newsboys who now do business on the corners. The attorney said he felt that those who are now on the corners, and who have built up their good will, should receive

the permits and hold them as long as they conduct themselves properly.

Councilman Goodwin, who introduced the ordinance regulating the news stands, asked for an adjournment for a week to give the boys an opportunity to present objections. Mr. Nusbaum said that there were no objections, as Mr. Story's statement cleared up all points in doubt. Mr. Goodwin withdrew his request, and the ordinance was passed, as recommended by the Law Committee, which was composed of Vice-Mayor Adler, Mayor Wilson and Councilman Louis S. Foulkes.

Mr. Goodwin said that he was sitting in the place of Mr. Goodwin who asked to be relieved because of his introduction of the measure. Previous ordinances were rescinded by action of the council, before the passing of the new ordinance.

\$41,000 Saved on Snow Cleaning, Story Says

Snow cleaning contracts were the subject of discussion last evening by the City Council, and in response to an inquiry by Councilman Harry C. Goodwin the statement was made by City Manager Story that the snow removal this year will cost \$80,000, as provided in the contracts, while last year it cost \$121,000, a saving of \$41,000 this year. Mr. Story predicted at the close of the discussion that it might be possible to save more as the result of the experience obtained this year.

Asks Cost If City Does Work

Councilman William F. Durman last week asked that a study be made of the possibility of awarding contracts on the basis of work actually performed, to remove the element of gambling, with the resultant payment, sometimes, of snow removing contractors for work not performed, provided the snow fall was light. Councilman Goodwin said that he has been giving consideration to the matter, and he said that before the contracts are awarded next year Mr. Story should prepare for the Council an estimate of the appropriation that would enable the city to perform the work itself.

Mr. Durman said that was precisely what he was trying to arrive at, namely, a study of means of further reducing the price of snow cleaning, if possible. He said he was not interested in trying to get this season's contracts canceled. Mr. Story said that it is possible on the basis of this year's experience that a still lower price might be obtained, and he added that he felt that a good start has been made in the right direction by cutting the cost \$41,000 this year. Councilman Milne asked whether this saving has actually been effected. He was told by Mr. Story that the contractors were regarded as responsible and would fulfill their obligations, in his opinion, and that there would be no

WEET ADMITS \$900,000 SCHOOL BUDGET IS ADOPTED BY COUNCIL

MILNE CHARGES

Charges by Councilman Milne, made to the City Council last night, that housing conditions in some of the public schools are in direct violation of city safety ordinances, and perhaps of the state health laws, were supported by facts disclosed by school officials today.

Superintendent Weet, after a conference with Building Superintendent Tracy, said there were technical violations of the safety law at Charlotte High School, as Mr. Milne claimed, in the using the third floor for health classes.

"We do not use this floor for regular classes, but only for health classes, and we did not do so until after city building officials had consented to the emergency plan," Mr. Weet said. "But technically I am advised we are violating ordinances. The health classes are demanded by state law. With regular classes it is a question whether pupils could get out of the third floor safely in case of a fire."

QUOTES REPORT

As for health classes conducted at Jefferson Junior High School, being relegated to the unsanitary zoo, which Mr. Milne charged, Mr. Weet said:

"When Jefferson Junior High School was built it was planned to build a general recreation building opposite, in Edgemoor Park, but the funds never came to construct it. Now we have to depend on the city for the use of other buildings in the park. When the exhibition buildings at the park are used for automobile shows, etc., we must take what is left, even if it is a part of the zoo."

Mr. Weet quoted from a report on health education at Jefferson Junior High School, as follows:

"The hygienic conditions, or rather, unhygienic conditions are disgusting and often almost unbearable. There are no toilet facilities for boys, no drinking water and very poor light in dull weather."

Another charge of Mr. Milne was that 173 pupils are on half time because of overcrowding. This Mr. Weet said was true.

Reduction of the Board of Education's new building and school site budget from \$2,000,000 to \$900,000, in effect today, was accomplished only after a spirited controversy in the City Council meeting last night.

Councilman Milne started the argument by charging the Council with a "penny wise and pound foolish" policy in regard to schools, claiming the city would be worse off next year by postponing new building this year. Nevertheless, he voted for the reduction when the roll was called, as did all the councilmen.

The reply of Councilman Adler, chairman of the Finance Committee, which cut the budget, was that a cutting had to be made some where in city appropriations, and the schools, like all other municipal institutions, should await the completion of a city plan before embarking on any additional major expenditures.

'SHOULD BE ASHAMED'

Mr. Adler said the Board of Education had agreed to accept the cut.

But this did not stop Mr. Milne from charging the city should be "ashamed of the housing conditions in Charlotte High School, which would be shown to be in violation of the state health laws."

To this Mr. Adler replied the Board of Education, itself, did not plan to do anything with Charlotte High School in the next two years.

Councilman Flynn said the committee was justified in cutting the school budget, and that it was time the Board of Education or somebody in authority thought about what would be on the city's shoulders if the parochial school system of the city were added to the Board of Education's responsibilities.

There were two other discussions in the council session, one on snow cleaning and the other on news stand regulations. The news stand ordinance, which, after March 1, will give City Manager Story authority to demand uniform stands, a license fee of owners and other regulations to remove unnecessary obstructions from curbs, was passed unanimously.

OWNERS SATISFIED

After Mr. Story explained to a delegation of news stand owners that he planned to work out a system to favor present stands in leasing sites, and generally take

care of the situation in fairness to stand owners and newspapers, Gilbert Nusbaum, attorney for the stand owners, said the owners were satisfied to have the ordinance adopted.

It will permit the sale of magazines as well as newspapers, which was what the stand owners desired more than anything else.

Councilman Goodwin brought up a discussion of snow cleaning contracts, with a series of questions designed to show the city was to save \$40,000 this year over the amount spent last year. These questions were intended as a reply to a statement by Councilman Durman a week before, that the city would save more money by doing the work itself, and hiring contractors by the hour, especially when there was no snow.

When Mr. Goodwin had emphasized the saving this year, Mr. Durman reiterated that did not interest him. He said if the city could save more by abolishing the contract system, it should abolish it.

PRINTING CUT SKED

The council adopted a local law to permit paying the Buffalo, Rochester and Pittsburgh Railway \$30,000 for dredging the river harbor in 1926.

A local law was proposed to cut down printing bills. Where complete copies of ordinances are now published in the official proceedings, the local law would make the publication of titles of the ordinances and laws sufficient.

The council, on recommendation of the Finance Committee, authorized note renewals as follows: General local improvement, \$175,000; special local improvement, \$225,000; municipal aviation field, \$100,000; school construction, \$125,000; transit subway, \$60,000.

A petition to change the name of Scheib Street to Redwood Road was referred to the Planning and Zoning Committee.

Improvement petitions were as follows: Concrete pavements in Cattleman Road, Edgemoor Road and Rissiter Road; asphalt pavements in Poplar Street and Avon Place.

Improvement ordinances referred to the Local Improvements Committee were: Norton Street asphalt pavement; Diamond Place asphalt pavement, walks and sewers; Raleigh Street asphalt pavement; University district out-let sewer.

Mt. Hope Ave. Bridge Necessary

State Should Help Widen Nineteen Foot Span For Forty Foot Roadway

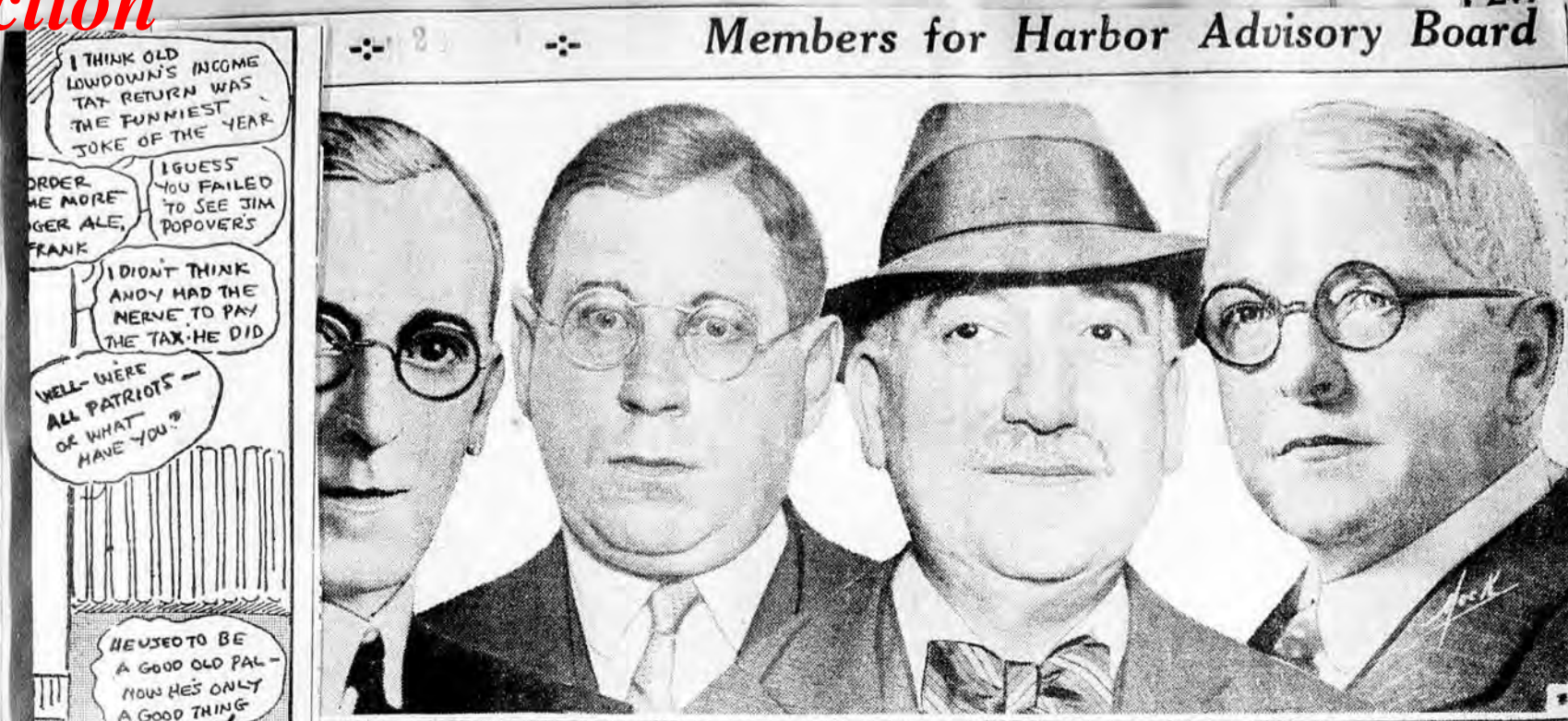
Arguments should not be needed to supplement the simple statement of fact the Automobile Club of Rochester submitted to Colonel Frederick Stuart Greene in asking the state to replace the narrow bridge over the Barge Canal at Mount Hope Avenue, with a wider one.

Mount Hope Avenue, chief arterial highway to the south of the city, is to be widened forty feet. But this bridge is only nineteen feet wide.

It is pretty plain that if the present structure is permitted to remain, the two lines of traffic which the highway will carry in each direction must be changed to single lines when they reach it. And with danger and inconvenience for motorists.

Assurance has been given that the state will meet the city half way in any program for wider, better and safer highways. In this case the state will do its share by building a bridge as wide as the highway.

Members for Harbor Advisory Board



TEVENSON FRANK H. MACY MOSS MOSELY LIBANUS M. TODD

lie announced their appointment as members of the Harbor Advisory Board. Irondequoit Bay and the Genesee River will be surveyed to determine what should be done to the harbor for the shippers of the city.

HARBOR ADVISORY BOARD OF FIVE MEMBERS NAMED

City Manager Story announced appointment of a Harbor Advisory Board of five members, with authority to investigate the merits of Irondequoit Bay, as compared with the Genesee River, for development as a Rochester harbor.

The members, all of whom have served to serve, are Libanus M. Todd, No. 633 East Avenue, president of Todd Protectograph Company; Harry C. Stevenson, No. 59 Park View, president of Rochester Folding Box Company; Frank H. Macy, No. 25 Probert Street, civil engineer and a director of the Great Lakes Harbor Association; William J. Graham, No. 236 Frank Street, captain of Naval Militia; Moss Mosely, No. 4292 Lake Avenue, chief clerk of United States railway mail transfer in Rochester. These men, assisted by engineers

of the city administration, will make a study to determine whether dredging of the river should be continued or the river development abandoned and all future expenditures made at Irondequoit Bay.

If the report is for the river, it is expected within the year the city will acquire all the property on the west side of the Ontario branch of the New York Central Railroad and east of Lake Avenue Boulevard. Land not used for dock development would be added to Ontario Beach Park.

Appointment of the committee was made under authority granted by the City Council. The committee will work independently of the City Financial Advisory Board and the City Planning Commission, but its recommendations will be submitted to both bodies.

Renewing City Hall Annex Lease Proposed

A resolution authorizing City Manager Stephen B. Story to renew with George Eastman the lease for the City Hall annex for a period of two years at a rental of \$25,000 a year was introduced in the City Council by Councilman Chester A. Peake. It was referred by Mayor Wilson to the finance committee. The renewal as approved by Corporation Counsel Clarence M. Platt provides for the city carrying \$300,000 fire insurance on the property, or obligating itself for the payment of this sum in the event of fire and insurance in not carried.

The local law permitting the city to pay a claim of \$30,000 to the Buffalo, Rochester & Pittsburgh Railway Company for services performed in dredging the Genesee River at the Port of Rochester was passed by the City Council. The work was done two years ago. Upon the favorable report of the finance committee the council authorized Comptroller Higgins to invest certain funds of the city in Rochester securities.

Comptroller Higgins was authorized to renew \$175,000 in general local improvement notes and \$225,000 in special local improvement notes; \$100,000 in municipal aviation field notes. Three ordinances amending sections of the bond ordinances, one relating to the issuance of \$1,225,000 in bonds for special local improvements, were referred to the finance committee.

Upon the favorable report of the

Ordinance Licensing News Stands Passed

The ordinance giving City Manager Stephen B. Story authority to license the news stands on the sidewalks of Rochester was passed unanimously last evening by the City Council.

The ordinance provides sufficiently drastic provisions so that the City Manager can meet any situation that is regarded as undesirable.

Gilbert Nusbaum, attorney for the newsboys, asked permission to make several inquiries of Mr. Story, which was granted, and among the questions to the City Manager was one regarding his attitude toward the newsboys who now do business on the corners. The attorney said he felt that those who are now on the corners, and who have built up their good will, should receive

\$41,000 Saved on Snow Cleaning, Story Says

Snow cleaning contracts were the subject of discussion last evening by the City Council, and in response to an inquiry by Councilman Harry C. Goodwin the statement was made by City Manager Story that the snow removal this year will cost \$80,000, as provided in the contracts, while last year it cost \$121,000, a saving of \$41,000 this year. Mr. Story predicted at the close of the discussion that it might be possible to save more as the result of the experience obtained this year.

Asks Cost if City Does Work

Councilman William F. Durnan last week asked that a study be made of the possibility of awarding contracts on the basis of work actually performed, to remove the element of gambling, with the resultant payment sometimes, to snow removing contractors for work not performed, provided the snow fall was light. Councilman Goodwin said that he has been giving consideration to the matter, and he said that before the contracts are awarded next year Mr. Story should prepare for the Council an estimate of the appropriation that would enable the city to perform the work itself.

Mr. Durnan said that was precisely what he was trying to arrive at, namely, a study of means of further reducing the price of snow cleaning, if possible. He said he was not interested in trying to get this season's contracts canceled. Mr. Story said that it is possible on the basis of this year's experience that a still lower price might be obtained, and he added that he felt that a good start has been made in the right direction by cutting the cost \$41,000 this year. Councilman Milne asked whether this saving has actually been effected. He was told by Mr. Story that the contractors were regarded as responsible and would fulfill their obligations, in his opinion, and that there would be no

WEET ADMITS MILNE CHARGES

Charges by Councilman Milne, made to the City Council last night, that housing conditions in some of the public schools are in direct violation of city safety ordinances, and perhaps of the state health laws, were supported by facts disclosed by school officials today.

Superintendent Weet, after a conference with Building Superintendent Tracy, said there were technical violations of the safety law at Charlotte High School, as Mr. Milne claimed, in the using the third floor for health classes.

"We do not use this floor for regular classes, but only for health classes, and we did not do so until after city building officials had consented to the emergency plan," Mr. Weet said. "But technically I am advised we are violating ordinances. The health classes are demanded by state law. With regular classes it is a question whether pupils could get out of the third floor safely in case of a fire."

QUOTES REPORT

As for health classes conducted at Jefferson Junior High School, being relegated to the unsanitary zoo, which Mr. Milne charged, Mr. Weet said:

"When Jefferson Junior High School was built it was planned to build a general recreation building opposite, in Edgerton Park, but the funds never came to construct it. Now we have to depend on the city for the use of other buildings in the park. When the exhibition buildings at the park are used for automobile shows, etc., we must take what is left, even if it is a part of the zoo."

Mr. Weet quoted from a report on health education at Jefferson Junior High School, as follows:

"The hygienic conditions, or rather, unhygienic conditions are disgusting and often almost unbearable. There are no toilet facilities for boys, no drinking water and very poor light in dull weather."

Another charge of Mr. Milne was that 173 pupils are on half time because of overcrowding. This Mr. Weet said was true.

ADOPTED BY COUNCIL

Reduction of the Board of Education's new building and school site budget from \$2,000,000 to \$900,000, in effect today, was accomplished only after a spirited controversy in the City Council meeting last night.

Councilman Milne started the argument by charging the Council with a "penury vice and pound foolish" policy in regard to schools, claiming the city would be worse off next year by postponing new building this year. Nevertheless, he voted for the reduction when the roll was called, as did all the councilmen.

The reply of Councilman Adler, chairman of the Finance Committee, which cut the budget, was that a cutting had to be made somewhere in city appropriations, and the schools, like all other municipal institutions, should await the completion of a city plan before barking on any additional major expenditures.

'SHOULD BE ASHAMED'

Mr. Adler said the Board of Education had agreed to accept the cut. But this did not stop Mr. Milne from charging the city should be "ashamed of the housing conditions in Charlotte High School, which would be shown to be in violation of the state health laws."

To this Mr. Adler replied the Board of Education, itself, did not plan to do anything with Charlotte High School in the next two years.

Councilman Flynn said the committee was justified in cutting the school budget, and that it was time the Board of Education or somebody to authority thought about what would be on the city's shoulders if the parochial school system of the city were added to the Board of Education's responsibilities.

There were two other discussions in the council session, one on snow cleaning and the other on news stand regulations. The news stand ordinance, which, after March 1, will give City Manager Story authority to demand uniform stands, a license fee of owners and other regulations to remove unnecessary obstructions from curbs, was passed unanimously.

OWNERS SATISFIED

After Mr. Story explained to a delegation of news stand owners that he planned to work out a system to favor present stands in leasing sites, and generally take

City Manager Names



Rochester Journal Photos
WILLIAM J. GRAHAM **HARRY C. STEVENSON** **FRANK H. MACY** **MOSS MOSELY** **LIBANUS M. TODD**
 The future development of the Port of Rochester lies in the hands of these five men. City Manager Story announced their appointment as members of the Harbor Advisory Board. Irondequoit Bay and the Genesee River will be surveyed to determine what should be done to the harbor for the shippers of the city.

HARBOR ADVISORY BOARD OF FIVE MEMBERS NAMED

City Manager Story announced appointment of a Harbor Advisory Board of five members, with authority to investigate the merits of Irondequoit Bay, as compared with the Genesee River, for development as a Rochester harbor.

The members, all of whom have agreed to serve, are Libanus M. Todd, No. 693 East Avenue, president of Todd Protectograph Company; Harry C. Stevenson, No. 59 Park View, president of Rochester Folding Box Company; Frank H. Macy, No. 25 Probert Street, civil engineer and a director of the Great Lakes Harbor Association; William J. Graham, No. 296 Frank Street, captain of Naval Militia; Moss Mosely, No. 4292 Lake Avenue, chief clerk of United States railway mail transfer in Rochester.

These men, assisted by engineers

of the city administration, will make a study to determine whether dredging of the river should be continued or the river development abandoned and all future expenditures made at Irondequoit Bay.

If the report is for the river, it is expected within the year the city will acquire all the property on the west side of the Ontario branch of the New York Central Railroad and east of Lake Avenue Boulevard. Land not used for dock development would be added to Ontario Beach Park.

Appointment of the committee was made under authority granted by the City Council. The committee will work independently of the City Financial Advisory Board and the City Planning Commission, but its recommendations will be submitted to both bodies.

Mt. Hope Ave. Bridge Necessary

State Should Help Widen Nineteen Foot Span For Forty Foot Roadway

Arguments should not be needed to supplement the simple statement of fact the Automobile Club of Rochester submitted to Colonel Frederick Stuart Greene in asking the state to replace the narrow bridge over the Barge Canal at Mount Hope Avenue, with a wider one.

Mount Hope Avenue, chief arterial highway to the south of the city, is to be widened forty feet. But this bridge is only nineteen feet wide.

It is pretty plain that if the present structure is permitted to remain, the two lines of traffic which the highway will carry in each direction must be changed to single lines when they reach it. And with danger and inconvenience for motorists.

Assurance has been given that the state will meet the city half way in any program for wider, better and safer highways. In this case the state will do its share by building a bridge as wide as the highway.

GOODWIN URGES VOTE ON SCHOOL EXPENDITURES

Attacking the Board of Education as a branch of public service which is extravagant in building construction and wasteful in specialized education, City Councilman Harry C. Goodwin today repeated a demand that the commissioners take their building budget to the polls on election day and permit the people to vote on it.

By no other means, he said, could the City Council members know whether the people approved of the board's building plans. Mr. Goodwin condemned teaching subjects which he said belonged to finishing schools. He declared millinery, radio operation and kindred subjects do not belong in the public school curriculum.

Mr. Goodwin further advocated having a guardian appointed over the Board of Education in its money spending.

This, he said, should be accomplished by having the city manager, the mayor or some other designated member of the City Council sit in with the Board of Education.

GOODWIN'S STATEMENT

Mr. Goodwin's statement was as follows:

"My objection is based on the theory that inasmuch as the members of the Board of Education are elected by the people, they should assume the responsibility for the amounts they ask. In other words, instead of coming to the council and demanding such and such sums, the board should map out its campaign, giving an estimate of how much money it will need, for how long and for what purposes. This should be given widest publicity and candidates for the office of school commissioner should state whether they favor the amount and the program or whether they do not."

"Then the people can choose the commissioners they desire. If the people choose the commissioners in favor of the plan and expenditure, the responsibility is the people's responsibility, and the council then can go ahead and provide the money, knowing that is what the people want."

"It may be possible that the board could draw up a long time program and state how much money will be needed. This could be put into the form of a bond issue and let the people vote for or against the bond issue."

PEOPLE SHOULD DECIDE

"As I stated last night, an individual should give his children all the education he can afford to give. It is the same with a city, and the people should decide how much Rochester can afford to pay. Right now 45 per cent. of the money raised by taxes is used for educational purposes. Some think this is too much."

"Personally I don't believe the city at large should be called upon to pay for many things taught in the schools. If parents want their daughters to become milliners after finishing grade or high school, let them pay for that specialized education. If they want their daughters to take up domestic science, they should pay for it. We have Mechanics Institute. To teach

radio is, in my opinion, a waste of money."

"If I had my way I would also have legal provision made so that the city manager, mayor or some designated member of the council sit in with the board and have a voice in the expenditure of money. I understand there is a bill to that effect to be introduced into the Legislature."

CONTINUATION SCHOOLS

"I also check with Senator Ciliano in respect to continuation schools. I believe them to be a waste of time and money. But I don't hold the Rochester Board of Education responsible for continuation schools. That's a state law."

"Neither do I object to salaries paid teachers."

When all is said and done, our educational costs are mounting because we put millions into buildings that are not used anywhere near as much as they might be. An adjustment of school attendance hours would solve many of the difficulties as to overcrowding and also do away with the use of portables. To my mind there is no reason for sticking to old school hours simply because we always have had those hours. For every hour you can increase the efficient use of school buildings you will reduce expenditures that much."

TWO OFFICIALS ON INSPECTION AT CHARLOTTE

School and City Superintendents of Buildings Pay Visit to Institution Now Under Fire.

As an outgrowth of the discussion concerning bad conditions of certain Rochester school buildings, City Superintendent of Buildings John G. Ellend will make a personal inspection trip of Charlotte High School tomorrow afternoon.

He will be accompanied by School Superintendent of Buildings John M. Tracy.

Councilman Nelson A. Milne characterized the condition of Charlotte High School as "horrible" in last Monday night's City Council meeting, and expressed doubt as to whether its use was legal under state law.

In commenting on the situation yesterday Mr. West explained that certain technical violations of city and state safety ordinances had had to be made by the Board of Education through lack of funds to provide better facilities.

Some years ago, he added, the city fire marshal's office had ordered the discontinuance of the school's third floor, but when health education was made mandatory by state law, school authorities had had to have some health education classes on this third floor and had obtained a permit to do so.

He declared that only a small group of children were on the floor at a time.

Mr. Ellend, while explaining that Mr. Tracy had advised him conditions in the school were safe, said he wanted to have a personal knowledge of the situation.

CONDITIONS OF SCHOOLS DEPLORED

Technical Violations of Regulations Admitted by Herbert S. West

PROPER SPACE LACKING

He Declares, Citing Use of Outside Buildings for Jefferson Classes

Admitting that there are technical violations of city safety ordinances and state laws in the use of upper stories of certain school buildings for health education purposes, Herbert S. West, superintendent of schools, yesterday refused to comment on the cut in the appropriation for school building needs by the City Council Monday night.

Charges that the third story of Charlotte High School building is being used in violation of city safety ordinances were made by Councilman Milne at the Council meeting. Some years ago, the city fire marshal's office ordered the discontinuance of the third floors of certain of the older school buildings because of the fire hazard and the impossibility of providing adequate means for escape in case of fire. Some time later the teaching of health subjects became mandatory by order of the State Education Department. At Charlotte the only place where this instruction could be given seems to have been on the third, or abandoned story.

City Permission Obtained With regard to the use of this third floor Mr. West said last night:

"We do not use this floor for regular classes, but only for health classes, and we did not do so until after city building officials had consented to the emergency plan. But technically I am advised we are violating ordinances. The health classes are demanded by state law. With regular classes it is a question whether pupils could get out of the third floor safely in case of a fire. But this should be said: This floor is used by small groups at a time, and at no time are children there in considerable numbers. We would not be foolish enough to permit any considerable numbers of children to use this space at any time."

"With regard to the conditions at Jefferson Junior High School, what has been said and intimated is perfectly true. We never have been able to give the health education work there in accordance with the health education at this school will indicate something of our problem here," he added.

"The hygienic conditions are disgusting and often almost unbearable. There are no toilet facilities for boys, no drinking water and very poor light in dull weather."

Milne Studies Conditions

Mr. Milne last week started a study of the conditions and needs in the schools, and what he said at the Council meeting Monday night evidently came from his observations.

He is understood to be continuing the study. Meanwhile, since the statements in the Council meeting, the fire marshal's office is said to have become actively interested in the matter and is making a study of records to discover when these permissions were given, and what the needs in respect to absolute safety are. It is understood that representatives of the marshal's office were in conference yesterday with John M. Tracy, superintendent of school buildings for the Board of Education, who is in charge of all school buildings and through whom the permits were obtained.

Historic Scrapbooks Collection

Reduction to an actual appropriation of \$900,000 as the answer of the City Council to the Board of Education request for a sum in excess of \$2,000,000 for construction this year will be approved by already heavily burdened taxpayers.

And justifies the assertion of Vice Mayor Adler that the council was "fairly liberal" with the board.

Schools deserve and must have adequate appropriations. Intensely interested in the schools, the board might be inclined to ask for construction a little beyond prospective growth of the city for the immediate future.

Plainly, it should not ask more than the city can afford now.

City officials in previous administrations have been reluctant to question the need of any amount that has been asked for education.

Consequently, costs have been multiplying. Upward of \$2,000,000 was added to the city's indebtedness for schools this year. Included in this sum is \$1,000,000 toward the magnificent Benjamin Franklin High School, now being built.

Rochester has been more than generous with its schools. Magnificent work has been done by the Board of Education in building them.

There is no intention to be parsimonious now, but—Vice Mayor Adler is right in saying that "we have got to draw the line somewhere."

Rochester has other projects which must be undertaken. And financing them presents real difficulties. The city has many splendid public schools. And \$900,000 will take care of additional construction needed now.

In the general city plan to be developed, the schools will have a proper place.

And building must continue as the city grows.

But city finances now require the greatest economy, even for so worthy a purpose as building schools beyond our present imperative needs.

Big Men for Big Job

Harbor Advisory Board Equipped to Cope with Lake Commerce Development

Capable men selected for important public work! That accurately describes the selections of City Manager Story for membership in the Harbor Advisory Board of Rochester—and the duties of that office.

They are William J. Graham, Harry C. Stevenson, Frank H. Macy, Moss Mosely and Libanus M. Todd. They will help decide where it will be developed—at the mouth of the Genesee River, or at Irondequoit Bay. And will determine how it will be done.

At a time when a tremendous development of lake commerce appears imminent, good judgment is required to prepare for it.

It is not too much to say that, on the wisdom of that preparation, may depend much of the future prosperity of Rochester.

Fortunately, able men are to give their time and experience to the city on such an important problem.

Harbor Problems

When the Harbor Advisory Board is completed and enters on its duties it will find pressing problems confronting it.

Recently it was announced that the American Steamship Company, which owns a score of steamers handling grain and other freight on the Great Lakes has under consideration purchase of the tract formerly occupied by the old blast furnace at Charlotte. Whether the sale is effected or not, the negotiations are an indication that practical shipping men see possibilities in locating docks and elevators on Rochester's harbor.

Approaching completion of the new Welland Canal will permit the largest lake vessels to enter Lake Ontario and also greatly reduce the time in transit through the canal.

It is also probable that in the not too remote future Lake Ontario will be connected with the Atlantic by a shipway deep enough for the majority of ocean-going vessels. Two routes have been mentioned, one by way of the St. Lawrence and the other across New York State from Oswego to the Hudson. Either would serve Rochester commerce.

Toronto has made extensive harbor improvements in anticipation of increased lake trade. Rochester has as yet made no plans. The time when a decision must be made is rapidly arriving.

SHARE FOR SCHOOLS IN CITY FUNDS PROPOSED

Better for Both City and School Board, Weet Points Out

WOULD ALSO TAX SUBURB SECTIONS

Separate Tax Levy for Education Suggested by Vice-Mayor Adler

As a way out of the present difficulties confronting the Board of Education, because of its inability to finance its building program, Herbert S. West, superintendent of schools, yesterday proposed that an agreement be made whereby the Board of Education may in the future count on a definite percentage of city funds for school purposes.

Mr. West also suggested the establishment of a new Rochester school district, to include those parts of school districts lying outside the city, for the education of whose children the city is responsible, but which at present pay no taxes to the city for education purposes. "Such action," said Mr. West, "would increase the income of the city by just the amount that the people living in these sections would pay to the city in school taxes."

Adler Suggests Separate Tax

Vice-Mayor Isaac Adler commended the principle of Mr. West's suggestions as they regarded a fixed share for the schools in the city funds, and indicated a belief that it might be advisable to go even a step farther.

"I would suggest," said Mr. Adler, "even that payment of a separate school tax is worth consideration. This would place squarely on the Board of Education full responsibility for the amount it has available for expenditure, as well as the method of spending it."

As city taxes are now collected in two installments, Mr. Adler suggested that one of these might be designated as the general city tax, and the other as the school tax.

Mr. West, too, said that the suggestion of a definite apportionment of funds to school use would place responsibility for the school program directly accountable to the people. "I believe it is, accordingly, the only sound way of getting rid of the game of passing which nobody wants to play."

When annexations were made out of these districts, since then the children from these sections have attended the schools of their choice without paying tuition, and at the same time the effort has been to build up these sections, as no city taxes have had to be paid on the property included in them. It is believed that approximately \$100,000 additional money yearly for school purposes would be made available were the second portion of Mr. West's plan—the creation of a Rochester school district—put into effect.

Mr. West's statement follows:

"The members of the Board of Education are elected by the people of the city precisely the same as are the members of the Council, and the financing of the schools, the board is absolutely dependent on the Council and yet the Council under the laws of the state, has no control over the funds which it appropriates to the schools. It would be a condition of a condition that could make for misunderstandings. The members of the Board of Education and the City Council have worked cooperatively as they have under present conditions."

Return to Dow Law Principle

It will be recalled that some four or five years ago, city authorities, the Board of Education, and the Bureau of Municipal Research, recommended a change from this plan. The plan proposed was that the schools should be separately financed. That is to say, a certain fixed share of available funds agreed on by all concerned was to be set apart for the schools. The plan was essentially a return to the principle of the Dow law, which was passed about 1901, when the small Board of Education elected by the people of the city at large came into being.

But the plan of four or five years ago aimed to do two other things. One of these was to incorporate in the school district of the City of Rochester all the surrounding areas which lie outside the city limits but for school purposes of which the Board of Education is responsible. Five years ago it cost the city approximately \$50,000 to educate the children of these outside districts.

Last year, according to the computations of the Bureau of Municipal Research, in a report soon to be published it cost the city approximately \$50,000. At the same time the people living in these districts are paying no local taxes for schools. Rochester or to the local communities outside. This problem still exists and it ought to be solved.

The second thing which was attempted in the proposed legislation of five years ago, had to do with a problem that no longer exists. It was in connection with this problem, however, that practically every objection to that plan arose. The gist of what was proposed was that the funds that could be raised through local taxation for all purposes, both school and city, should be increased.

Would Form New District

As a result of the work of the Friedman Commission and the adoption by the Legislature of the commission's report, the city has been provided for all the schools of the city. Accordingly, nothing in the situation now calls for a change in the legal tax limits.

The time is ripe for a reconsideration of this plan with an elimination, of course, of all provisions having to do with an increase of taxes to be levied on the outside areas. The first step would be to establish a school district which would include all the territory lying outside the city for the school purposes of which the city itself is now responsible. Such action would increase the income of the city by just the amount that the people living in these sections would pay to the city in school taxes.

It would then be necessary for the city authorities and the Board of Education, with the help of the Bureau of Municipal Research and any other agencies that might be selected, to agree upon what could be regarded as a fair share for school purposes of all available funds.

In the light of past experience and present trends, it would be entirely practicable to arrive at a decision on this point. In any event, the plan should be made in the interests of both the city and of the schools for a review from time to time in the future of the amount agreed upon. Should determine School Share Now Among the advantages to be derived from carrying out such a proposed plan are two that are worthy of special mention.

One is that until the share of funds available for school buildings and other school purposes is fixed, it will be impossible for the city to carry out intelligently and economically any city plan that may be finally adopted, and it will be equally impossible for the Board of Education to do the same with reference to a school building program. This share can be determined now as well as at any other time.

The second is that such a plan would give the Board of Education a definite responsibility for the schools and the people of the city would know exactly what they were getting for their money. The Board directly accounts to the people of the city for the money they are passing which nobody wants to play."

It would then be necessary for the city authorities and the Board of Education, with the help of the Bureau of Municipal Research and any other agencies that might be selected, to agree upon what could be regarded as a fair share for school purposes of all available funds.

INFORMAL OPINION

Before presenting the district plan to the legislature it was desired to have the informal opinion of state education authorities in the matter.

By the establishment of a school district here Rochester taxpayers would be relieved of the burden of paying an amounting to \$90,000, which in ten years promises to exceed \$500,000 a year, for furnishing educational facilities free of charge to families living over the city line, and not paying city taxes.

Whether the plan would be successful in the long run is a problem, but if the proposal is sympathetically received in Albany, it must be determined whether the district would be created by an amendment to the general education laws of the state or by passage of a special law.

'Y' Drive Workers Busy On Canvass Following Dinner



Ernest Baker (left) insurance man, who is participating in Y. M. C. A. membership drive, snapped as he secured signature of City Manager Stephen B. Story in City Hall this morning.

OFFERED AS PLAN TO CUT LEVY

Plans for establishing a Rochester public school district to include portions of Brighton, Greece and Gates, and the segregation of school taxes from the general city tax collection, are to be reviewed by legal authorities of the State Department of Education at Albany, tomorrow.

It was announced this afternoon that W. Earl Waller, director of the Bureau of Municipal Research, which originated the school district idea, and Harold E. Akerley, comptroller of the State Department of Education, would go to Albany tomorrow to discuss the Rochester situation with Ernest C. Cole, chief counsel of the State Department of Education.

The second is that such a plan would give the Board of Education a definite responsibility for the schools and the people of the city would know exactly what they were getting for their money. The Board directly accounts to the people of the city for the money they are passing which nobody wants to play."

BUDGET OUT IN OPEN

This movement appeared on the surface as a scheme to get the school budget out in the open, where it would come in for its full share of responsibility in relation to the total tax rate. This it was hinted, would give councilmen a political advantage when running for office again, as they might then point to the school taxes for what they were worth and let the taxpayers judge.

Members of the Board of Education also would be forced to run for office as candidates for a special election, which would be held on the same day as the city councilmen's election. This would mean a rush, and it is a continual hurry to get through until Thursday noon. Then we are laid up until the following Monday morning.

Do all the subforemen, foremen, inspectors and others get set off? No. They have steady work. If you would look up the records at the City Hall Annex, you would find that the team owners and laborers get three and one-half and four days a week at the following pay: Team harness, wagon and driver, included for four days, \$32; laborers, four days, \$14.40. TEAM OWNER.

\$500,000 SPENT HERE TO CURB FACTORY SMOKE

City Inspector Gassman Reports That 212 Plants Made Boiler Improvements in 1928.

Industrial plants of Rochester spent upwards of \$500,000 in 1928 for smoke elimination, according to the report of Albert W. Gassman, city smoke inspector.

The boiler improvements necessary to eliminate smoke were completed by 212 plants.

Nine of the city's largest plants will be operating with pulverized fuel to do away with smoke, before the winter is over, according to Mr. Gassman, and they are finding it an economical measure as well. The horsepower range of the plants thus equipped is from 1,000 to 3,356. The municipal bureau of smoke regulation on top of the Lincoln-Alliance Bank Building reports the smoke nuisance regularly abating in Rochester and looks forward to a progressive year in this respect. Apartment houses are still the chief offenders, Mr. Gassman said, though many have fallen into line.

The North East Electric Company's factory at 379 Lyell Avenue is being equipped with new smokeless boiler plant, expected to be in operation in February. It represents investment of between \$75,000 and \$100,000. Two new boilers are installed of 600 horsepower capacity each.

The American Brewing Company, 110 Hudson Avenue, also is installing a pulverized fuel system. This will probably be operating before Spring.

The United Radio Corporation, 25 Leighton Avenue, will install new boiler equipment of Detroit underfired stokers. The Macauley-Pien Milling Company, 1-6 Graves Street also is planning an automatic stoker.

Establishments which have recently put into operation either automatic or automatic stoker heating equipment, to co-operate with the smoke regulation bureau, include Schoen Brothers garage, 68 Genesee Street; Working People's Lyceum Hall, 530 St. Paul Street; Luigi Fico, stores and apartments, 119 Levee Avenue.

The new Masonic Temple is being equipped with stokers, and Hotel for similar installation. Among apartment houses owners of which are contemplating change to help eliminate smoke are Pierpont Apartments, Dr. Elliott's Apartments, and West High Apartments.

miles a day, or four loads from Exchange Street to Hinchey Road. At the city dumping grounds, you would find horses that are unfit to do this work. We are supposed to have a Humane Society here to look after the welfare of dumb animals, but they fail to force the city to pay a decent wage, so the team owners will not have to mistreat their horses and men in order to exist.

We start Monday morning with a rush, and it is a continual hurry to get through until Thursday noon. Then we are laid up until the following Monday morning.

Do all the subforemen, foremen, inspectors and others get set off? No. They have steady work. If you would look up the records at the City Hall Annex, you would find that the team owners and laborers get three and one-half and four days a week at the following pay: Team harness, wagon and driver, included for four days, \$32; laborers, four days, \$14.40. TEAM OWNER.

Editor, Rochester Journal:

Will you publish the following for the benefit of the team owners and laborers working for the Public Works Department? I am in a position to see for myself and, as I do not believe the majority of the taxpayers do know just where the money is spent, they do not know how a man who owns a team and has a political pull can get them drawing ashes for the city at the starvation wages of \$8 a day, the maximum, and as low as \$6.50 if he does not mistreat his team and force them to make thirty-two

GOODWIN URGES VOTE ON SCHOOL EXPENDITURES

Attacking the Board of Education as a branch of public service which is extravagant in building construction and wasteful in specialized education, City Councilman Harry C. Goodwin today urged a referendum on the city's building day election day.

By no other means, he said, could the city board of education be brought under control. He said that the board's building day election day is a waste of money.

"If I had my way I would also have legal provision made so that the city manager, mayor or some other member of the board and have the expenditure of the board under the control of the city board of education. I believe there is a need for this. I believe there is a need for this. I believe there is a need for this."

Mr. Goodwin said that the board of education is a waste of money. He said that the board of education is a waste of money. He said that the board of education is a waste of money.

CONDITIONS OF SCHOOLS DEPLORED

Technical Violations of Regulations Admitted by Herbert S. Weet

PROPER SPACE LACKING

He Declares, Citing Use of Outside Buildings for Jefferson Classes

Admitting that there are technical violations of city safety ordinances and state laws in the use of upper stories of certain school buildings for health education purposes, Herbert S. Weet, superintendent of schools, yesterday refused to comment on the cut in the appropriation for school building needs by the City Council Monday night.

Mr. Weet said that there are technical violations of city safety ordinances and state laws in the use of upper stories of certain school buildings for health education purposes. He said that there are technical violations of city safety ordinances and state laws in the use of upper stories of certain school buildings for health education purposes.

School Fund Not Justified City Council's Action Will Be Approved by Heavily Burdened Taxpayer

Reduction to an actual appropriation of \$900,000 as the answer of the City Council to the Board of Education request for a sum in excess of \$2,000,000 for construction this year will be approved by already heavily burdened taxpayers.

And justifies the assertion of Vice Mayor Adler that the council was "fairly liberal" with the board.

Schools deserve and must have adequate appropriations. Intensely interested in the schools, the board might be inclined to ask for construction a little beyond prospective growth of the city for the immediate future.

Plainly, it should not ask more than the city can afford now.

City officials in previous administrations have been reluctant to question the need of any amount that has been asked for education.

Consequently, costs have been multiplying. Upward of \$2,000,000 was added to the city's indebtedness for schools this year. Included in this sum is \$1,000,000 toward the magnificent Benjamin Franklin High School, now being built.

Rochester has been more than generous with its schools. Magnificent work has been done by the Board of Education in building them.

There is no intention to be parsimonious now, but—Vice Mayor Adler is right in saying that "we have got to draw the line somewhere."

Rochester has other projects which must be undertaken. And financing them presents real difficulties.

The city has many splendid public schools. And \$900,000 will take care of additional construction needed now.

In the general city plan to be developed, the schools will have a proper place.

And building must continue as the city grows.

But city finances now require the greatest economy, even for so worthy a purpose as building schools beyond our present imperative needs.

Big Men for Big Job Harbor Advisory Board Equipped to Cope with Lake Commerce Development

Capable men selected for important public work! That accurately describes the selections of City Manager Story for membership in the Harbor Advisory Board of Rochester—and the duties of that office.

They are William J. Graham, Harry C. Stevenson, Frank H. Macy, Moss Mosely and Libanus M. Todd.

They will help decide where it will be developed—at the mouth of the Genesee River, or at Irondequoit Bay.

And will determine how it will be done.

At a time when a tremendous development of lake commerce appears imminent, good judgment is required to prepare for it.

It is not too much to say that, on the wisdom of that preparation, may depend much of the future prosperity of Rochester.

Fortunately, able men are to give their time and experience to the city on such an important problem.

Harbor Problems

When the Harbor Advisory Board is completed and enters on its duties it will find pressing problems confronting it.

Recently it was announced that the American Steamship Company, which owns a score of steamers handling grain and other freight on the Great Lakes has under consideration purchase of the tract formerly occupied by the old blast furnace at Charlotte. Whether the sale is effected or not, the negotiations are an indication that practical shipping men see possibilities in locating docks and elevators on Rochester's harbor.

Approaching completion of the new Welland Canal will permit the largest lake vessels to enter Lake Ontario and also greatly reduce the time in transit through the canal.

It is also probable that in the not too remote future Lake Ontario will be connected with the Atlantic by a shipway deep enough for the majority of ocean-going vessels. Two routes have been mentioned, one by way of the St. Lawrence and the other across New York State from Oswego to the Hudson. Either would serve Rochester commerce.

Toronto has made extensive harbor improvements in anticipation of increased lake trade. Rochester has as yet made no plans. The time when a decision must be made is rapidly arriving.

SHARED SHARE FOR SCHOOLS IN CITY FUNDS PROPOSED

Better for Both City and School Board, Weet Points Out

WOULD ALSO TAX SUBURB SECTIONS

Separate Tax Levy for Education Suggested by Vice-Mayor Adler

As a way out of the present difficulties confronting the Board of Education, because of its inability to finance its building program, Herbert S. Weet, superintendent of schools, yesterday proposed that an agreement be made whereby the Board of Education may in the future count on a definite percentage of city funds for school purposes.

Mr. Weet also suggested the establishment of a new Rochester school district. To include those parts of school districts lying outside the city, for the education of whose children the city is responsible, but which at present pay no taxes to the city for education purposes.

"Such action," said Mr. Weet, "would increase the income of the city by just the amount that the people living in these sections would pay to the city in school taxes."

The time is ripe for a reconsideration of this plan with an elimination of course of all provisions having to do with an increase of funds. If the two problems referred to are to be solved to the best advantage, the first step would be to establish a school district which would include all this territory lying outside the city for the school privileges of which the city itself is now responsible. Such action would increase the income of the city by just the amount that the people living in these sections would pay to the city in school taxes.

It then is necessary for the Board of Education and the Board of Education to make a study of the problem. It is necessary for the Board of Education to make a study of the problem. It is necessary for the Board of Education to make a study of the problem.

'Y' Drive Workers Busy On Canvass Following Dinner



Ernest Baker Houghton (left) insurance man, who is participating in Y. M. C. A. membership drive, snapped as he secured signature of City Manager Stephen B. Story in City Hall this morning.

Union laws of the state or of passage of a special education law for Rochester, similar to the Monroe County special education law, under the general election laws of the state.

ASSUMED CONTRACT

When Rochester annexed portions of Brighton, Greece and Gates it invaded certain rural school districts, and assumed a contract to educate children of the remaining parts of the three towns which lost their rural schools through the annexation, but whose territory was not annexed.

In view of this situation it was considered doubtful if the proposal to create a Rochester school district at this time and thus exclude residents of the three towns who now send their children to Rochester schools but pay no taxes, would be favorably looked upon at Albany.

Councilman Goodwin pointed to the fact that residents of Rochester, under existing conditions, could and, in many instances, did move across the city line into one of the three towns, and have their children educated in Rochester free of charge.

Under the plan for segregating school taxes from the general city tax, it is proposed that the school taxes be paid in July, and other city and county taxes in January, or vice versa.

BUDGET OUT IN OPEN

This movement appeared on the surface as a scheme to get the school budget out in the open, where it would come in for its full share of responsibility in relation to the total tax rate. This, it was hinted, would give councilmen a political advantage when running for office again, as they might then point to the school taxes for what they were worth and let the taxpayers judge.

Members of the Board of Education also would be forced to run for office as candidates equally responsible with city councilmen for spending of public funds.

Plans for establishing a Rochester public school district to include portions of Brighton, Greece and Gates, and the segregation of school taxes from the general city tax collection, are to be reviewed by legal authorities of the State Department of Education at Albany, tomorrow.

It was announced this afternoon that W. Earl Walker, director of the Bureau of Municipal Research, which originated the school district idea, and Harold K. Akerley, comptroller of the Rochester public schools, would go to Albany tomorrow to discuss the Rochester situation with Ernest C. Cole, chief counsel of the State Department of Education.

INFORMAL OPINION

Before presenting the district plan to legislators it was desired to have the informal opinion of state education authorities in the matter.

By the establishment of a school district here Rochester taxpayers would be relieved of an annual burden amounting to \$90,000, which in ten years promises to exceed \$500,000 a year, for furnishing educational facilities free of charge to families living over the city line, and not paying city taxes.

Whether state authorities would cooperate in the proposal is problematical, but if the proposal is sympathetically received in Albany, it must be determined whether the district would be created by an amendment to the general education law, or by a local ordinance.

Editor, Rochester Journal:

Will you publish the following for the benefit of the team owners and laborers working for the Public Works Department? I am in a position to see for myself and, as I do not believe the majority of the taxpayers do know just where the money is spent.

They do not know how a man who owns a team and has a political pull can get them drawing ashes for the city at the starvation wages of \$8 a day, the maximum, and at low as \$6.50 if he does not mistreat his team and force them to make thirty-two miles a day, or four loads from Exchange Street to Hinchey Road.

At the city dumping grounds, you would find horses that are unfit to do this work. We are supposed to have a Humane Society here to look after the welfare of dumb animals, but they fail to force the city to pay a decent wage, so the team owners will not have to mistreat their horses and men in order to exist.

We start Monday morning with a rush, and it is a continual hurry to get through until Thursday noon. Then we are laid up until the following Monday morning.

Do all the sub-foremen, foremen, inspectors and others get laid off? No. They have steady work. If you would look up the records at the City Hall Annex, you would find that the team owners and laborers get three and one-half and four days a week at the following pay:

Team, \$12.00 a day, and driver, included for four days, \$32; laborers, four days, \$14.40.

TEAM OWNER.

\$500,000 SPENT HERE TO CURB FACTORY SMOKE

City Inspector Gassman Reports That 212 Plants Made Boiler Improvements in 1928.

Industrial plants of Rochester spent upwards of \$500,000 in 1928 for smoke elimination, according to the report of Albert W. Gassman, city smoke inspector.

The boiler improvements necessary to eliminate smoke were completed by 212 plants.

Nine of the city's largest plants will be operating with pulverized fuel in the winter, according to Mr. Gassman, and they are finding it an economical measure as well. The horsepower range of the plants thus equipped is from 1,000 to 3,366.

The municipal bureau of smoke regulation on top of the Lincoln-Alliance Bank Building reports that smoke nuisance regularly abating in Rochester and looks forward to a progressive year in this respect. Apartment houses are still the chief offenders, Mr. Gassman said, though many have fallen into line.

The North East Electric Company's factory at 379 Lyell Avenue is being equipped with new smokeless boiler plant, expected to be in operation in February. It represents investment of between \$75,000 and \$100,000. Two new boilers are installed of 669 horsepower capacity each.

The American Brewing Company, 440 Hudson Avenue, also is installing a pulverized fuel system. This will probably be operating before Spring.

The United Radio Corporation, 25 Leighton Avenue, will install new boiler equipment of Detroit underfired stokers. The Macaulay-Pine Milling Company, 4-6 Graves Street, also is planning an automatic stoker.

Establishments which have recently put into operation either oil burner or automatic blower heating equipment, to co-operate with the smoke regulation bureau, include Schoen Brothers garage, 28 Genesee Street; Working People's Livery Hall, 580 St. Paul Street; Laidliff's stores and apartments, 119 Lyell Avenue.

The new Masonic Temple is being equipped with stokers, and Hotel for similar installation.

Among apartment houses owners of which are contemplating change to help eliminate smoke are Pierpont Apartments, Dr. Elliott's Apartments, and West High Apartments.

TWO OFFICIALS ON INSPECTION AT CHARLOTTE

School and City Superintendents of Buildings Pay Visit to Institution Now Under Fire.

As an outgrowth of the discussion concerning bad conditions of certain Rochester school buildings, City Superintendent of Buildings John G. Ellendt will make a personal inspection trip of Charlotte High School tomorrow afternoon.

He will be accompanied by School Superintendent of Buildings John M. Tracy.

Councilman Nelson A. Milne characterized the condition of Charlotte High School as "horrible" in last Monday night's City Council meeting, and expressed doubt as to whether its use was legal under state law.

In commenting on the situation yesterday Mr. Weet explained that certain technical violations of city and state safety ordinances had had to be made by the Board of Education through lack of funds to provide better facilities.

Some years ago, he added, the city fire marshal's office had ordered the discontinuance of the school's third floor, but when health education was made mandatory by state law, school authorities had had to have some health education classes on this third floor and had obtained a permit to do so.

He declared that only a small group of children were on the floor at a time.

Mr. Ellendt, while explaining that Mr. Tracy had assured him conditions in the school were safe, said he wanted to have a personal knowledge of the situation.

Shoe Man Appointed to Museum's Board

Life of the older infant, an active and healthy child, will be the subject of a new exhibit at the Rochester Museum and Science Center.

The exhibit, which will be on display in the museum's new building, will be the work of a new board of directors, which has just been appointed.

The new board of directors, which will be the work of a new board of directors, which has just been appointed.

Making the City Plan Thorough

"You can't dabble in city planning," A sound word of advice this from a member of the city planning board of St. Louis, where a city plan has been actively functioning since 1906.

"If you are going to undertake it, do it as completely and thoroughly as possible," he says. "If you are going to create a sound economic structure and not court financial disaster twenty or twenty-five years hence, the city plan should be undertaken with the utmost thoroughness."

A plan, whether for an individual, a city or a nation, is of value only in so far as it is carefully thought out and persistently followed.

One of the first noticeable results of the city plan in St. Louis, "was the doing away with the matter of local feeling of neighborhood differences of opinion." That is to say, under the city plan, all sections of the city feel a community of interest, sectional interests are sunk in the general interest, and individual opinions and wishes give place to a community way of getting things done.

Buffalo and Schenectady are two other cities, nearer home, which are reaping the fruits of wise city planning. The city plan has compelled them to look ahead, compelled them to estimate the increased size and population that the future will bring and in the light of those estimates to draw new pictures. The city plan is the modern method by which cities are shaping themselves.

Snow Cleaning Contracts

Frequent fall of snow during the last week or more is calling upon contractors for removing snow from the sidewalks to earn their money. Until quite recently it looked as if they were getting by rather easily, as little snow had fallen.

Nevertheless, there is merit in the proposal advanced by Councilman William F. Durnan to seek a way to regulate the amount paid in accordance with the work actually done. He suggested a base bid to cover the contractor's overhead—the expense he is under to be ready to do work—and then a rate per foot, per trip made with the plow.

This, Mr. Durnan holds, avoids asking contractors to gamble on the weather, with the likelihood that they will make their rate high enough to cover the risk.

City Manager Stephen B. Story conceded that it would be better to base payment on the actual work done, and says that he is working out a plan for handling the matter in that way. There is no question of changing the contracts for this year, which Mr. Story says have been let through competitive bidding for \$41,000 less than last year.

The fact that in years of excessive snow fall it has been found necessary to grant contractors extras reinforces Councilman Durnan's suggestion of a rate based on performance.

Editor, Rochester Journal:

This is not intended as a criticism of someone who has overlooked his duties as building inspector, but I have always been given to understand we had a law safeguarding tenants in buildings.

Last Saturday, there was a call for the fire department for a building at South Avenue and Howell Street, housing fifteen or twenty tenants, and with a furniture store on the ground floor, where there are plenty of inflammable materials.

This building is composed of four stories. I have to pass there four times a day to work, but I fail to find any means of exit besides the stairways. Why not have some fire escape on this building?

SAFETY.

PLAN ASKED TO DEVELOP DOWNTOWN

Merchants, City Officials Discuss Ways to Improve Mercantile Section

PROJECT VISUALIZED Immense Financial Returns Would Follow Expansion, Says Milton S. Lum

For the purpose of crystallizing sentiment in favor of early action on a general plan for business-section street improvements, the Business District Improvement Association gave a dinner last evening at the Rochester Club to a group of leading business men and city officials.

In conjunction with the arguments that were advanced for the early development of such a plan there was exhibited a large illustration of business-section improvements made by John Wenrich of the architectural firm of Gordon & Kaelber. The illustration was made from recent aerial photographs of the business district, and included as its most prominent feature the extension of Broad Street eastward and the widening of Court Street.

Would Expedite City Plan Councilmen Edward P. Flynn, William F. Durnan, and Harry C. Goodwin, with Harold W. Baker, commissioner of public works; Vice-Mayor Isaac Adler, Comptroller Clarence E. Higgins and other city officials were present and the guests included many men active in downtown business and banking affairs.

The dinner was arranged by a committee made up of Edmund M. Allen, C. Storrs Barrows, Milton S. Lum, John D. Pike, Frederick M. Strohm, and H. H. Sullivan. Mr. Sullivan presided and the speakers included, besides himself, Mr. Lum and Mr. Barrows. The various advantages that would accrue to the city from opening up the business section by principal street extensions and the widening of intersecting streets was discussed from numerous angles. Mr. Lum believed that the real estate and building development that would be stimulated by the proposed extension of Broad Street would pay the cost within a limited period, possibly five years. Mr. Sullivan urged that all agencies interested in the development of downtown business concentrate their efforts on whatever plan should be evolved after the whole problem was considered. He said that the formulation of a city plan should be expedited and decision reached as to what projects should be put through first.

Reviews Benefits The financial benefits that have come either directly or indirectly to the city from the construction of the existing section of Broad Street were discussed by Mr. Lum. He predicted that the benefits would be greatly enhanced in the next few years and said that the completion of Broad Street would be one of the greatest improvements that would be made for the general development of the city.

"Broad Street, between Exchange Street and Caledonia Avenue, now renamed Clarissa Street, has been completed, and in use for about five years," said Mr. Lum. "A survey of the development of the properties and a comparison of the assessed valuations the year the improvement was started, in comparison with the assessor's valuations as of Jan. 1, 1929, shows that both the property interest and the city government have profited handsomely, when you take into consideration the making this comparison that there were many retardant factors which

would tend to slow up development. These factors were: the same property being owned by the same person, the property being held for future use for civic, educational, and public utility. These factors, including the City Hall, the property opposite the City Hall, between Broad Street, Fitzhugh Street, and Spring Street, Reynolds Library property occupying nearly an entire block, Mechanics Institute with a frontage of 292 feet, extending through to Spring Street, between Plymouth Avenue and Washington Street, and the Buffalo, Rochester & Pittsburgh office building.

Big Rise in Values "These properties utilize approximately 1,200 feet, or 40 per cent, of the total frontage. These properties, including the Rochester Hotel, theater and garage property, and which is assessed on Main Street West, had a total assessed land valuation as of 1923 of \$474,250, as compared with \$869,310 on Jan. 1, this year. The combined building and land assessment as of 1923 was \$2,311,300 and on Jan. 1, this year, was \$2,837,810.

Eliminating these public properties, and taking into consideration what has happened to the property that was available for commercial development, and which has an approximate frontage of 1,800 feet, or the equivalent of 60 per cent, of the total street frontage. This comprises 19 parcels or separate ownerships, as against six parcels of public ownership. These 19 parcels of private ownership property were

assessed in 1923, land value only, for \$275,125, as compared with today's assessed valuation, land value only, of \$787,570, showing a land value increase of about 285 per cent. The total land and building value as of 1923 was \$522,590, and today's assessment value is \$1,869,860, and this will be handsomely increased next year with the completion of the proposed Genesee Valley Trust Company building. This shows an increase of more than 360 per cent, and a direct return in increased revenue from the general city tax of nearly \$35,000. When you consider that there have been only two major developments of commercial properties, it is reasonable to expect that the next five-year period will show an increase by bringing this 360 per cent, up to at least 1,000 per cent, increase. If this section of Broad Street, with all its handicap of public buildings, can show the return in usefulness, revenue to the city, and convenience to the public, I believe that the extension of Broad Street from South Avenue to Alexander Street, without any handicaps, will at least double the results that have accrued from the section now completed."

BUSINESS MEN URGE AID FOR DOWNTOWN STREETS

Pointing out that extension of Broad Street alone would bring added revenue to the city that would pay for its cost within approximately five years, the Business District Improvement Association was on record today for immediate formulation of a plan for street improvements in the downtown area.

At a dinner last evening in the Rochester Club, with leading business men and city officials present, advantages of early development of such a plan were outlined by chairmen of committees appointed to make surveys that would bring definite information to the public. Vice Mayor Adler, Comptroller Higgins, Commissioner of Public Works Baker and other city officials were present. The City Council was represented by Edward P. Flynn, William F. Durnan and Harry C. Goodwin.

VALUES INCREASED Assessed valuation of commercial properties in the section of Broad Street already developed has increased from \$522,590 in 1923 to \$1,869,860 this year, Milton S. Lum reported in describing financial benefits that have come to the city from this development.

A large illustration of the proposed business section improvement plan, drawn by John Wenrich of the architectural firm of Gordon & Kaelber, was exhibited.

The plan made from recent aerial photographs of the business district, had as its most prominent features, extension of Broad Street eastward to Alexander Street and widening of Court Street.

Rochester Handicaps Self By Not Pushing Work, Speakers Aver

Extension of Broad Street, New City Hall, Traffic Lanes, Urged—Prospective Builders Uncertain What to Do, They Say.

By CECIL ROSEBERRY

"Rochester has been handicapped 15 years by sitting on the fence" with regard to improvement of its congested business area, one of the speakers said at a dinner last night by the Business District Improvement Association at the Rochester Club.

It was in a determined effort to awaken public sentiment in support of a plan and to urge extension of Broad Street that the dinner was held. About 75 civic and business leaders, including several city officials, were guests.

A picture of what Rochester might be in the future was exhibited in a drawing from aerial photographs of the business district by John Wenrich of the architectural firm of Gordon & Kaelber. The picture-map aroused much interest, and will be exhibited in downtown windows.

The principal improvements drawn in the exhibit were extension of Broad Street parallel to East Avenue; a new city hall building over the Genesee River below Broad Street; a new traffic lane covering the river northward from the proposed city hall to the vicinity of Andrews Street, and widening of Court Street.

Predicts Rapid Growth Milton S. Lum of the Rochester Real Estate Board predicted, were the Broad Street extension undertaken, five years would see the city "out of the hole," through increased taxes growing out of increased property valuation. He declared even were the program adopted this year, it would be five years before the new street could be used.

H. H. Sullivan, president of the Business District Improvement Association, presided, and Mr. Lum and C. Storrs Barrows, president of the Rochester Association of Architects, were speakers.

Speakers urged taking Rochester out of the "one-street town" class, providing "feeders" for Main Street. The speakers said the business trend is definitely eastward and southward along East Avenue and vicinity.

Mr. Lum took the increase in property valuation in the district affected by the previous Broad Street development as an argument for its extension.

"A survey of the development of the properties and a comparison of the assessed valuations the year the improvement was started, in comparison with the assessor's valuations as of January 1, 1929, shows both the property interest and the city government have profited," he said.

Several Retardant Factors This came about, he said, despite a large percentage of frontage being owned and used, or owned and held for future use for civic, educational and public utility purposes. Among these properties are the City Hall, Reynolds Library, Mechanics Institute and the Buffalo, Rochester & Pittsburgh Railway office building.

"These properties utilize approximately 1,200 feet, or 40 per cent, of the total frontage," he said. "These properties, including the Rochester Hotel, theater and garage property, had a total assessed land valuation as of 1923 of \$474,250, as compared with \$869,310 on January 1, this year. The combined building and land assessment as of 1923 was \$2,311,300, and on January 1, this year, was \$2,837,810."

"The other 60 per cent, of property having frontage in the affected district, comprising 1,800 feet of frontage privately owned, was assessed in 1923 \$522,590, combining land and building value. Today's assessment value on the same property, with the addition of the new Times-Union and Terminal Buildings, is \$1,869,860."

"This is an increase of more than 250 per cent, and a direct return in increased revenue from the general city tax of nearly \$35,000. When you consider there have been only two major developments of commercial properties, it is reasonable to expect the next five years will bring the percentage to 1,000 per cent."

Broad Street And City Plan

Delay in taking action to open up to business neglected areas in the congested district was scored by speakers at a dinner given Thursday evening by the Business District Improvement Association, an organization formed to advance extension eastward of Broad Street.

Reasons advanced for early action with respect to Broad Street are also reasons for completing and making effective the City Plan. An improvement of this character ought not to be undertaken without reference to such a plan. On the other hand, delay in formulating the plan and deciding what should be undertaken first is likely to mean loss to property-owners and the city, as well as force a straggling and unsatisfactory development which may prove a permanent handicap.

Broad Street extension has come before the public mainly as a plan of adding to facilities for handling traffic. It has, however, equal or greater importance as a project for making possible adequate development of an area within the zone of business activity but stagnant through difficulty of access.

The distance from Main Street East to Court Street is approximately 1,000 feet. Court Street itself, though doubtless destined for larger development than has yet taken place, is too narrow for a main business artery. Unless the East Side business district is to remain a one street affair, inadequate to serve the needs of a growing city, it is necessary to open up for trade the areas lying south and north of Main Street.

As the present trend of trade is south rather than north of Main Street, extending Broad Street offers a better opportunity of quickly recouping the city's expenditure through increased assessment values.

Clinton Avenue South, through a favorable location, has experienced rapid rise in values and business development, but trade cannot be expected to penetrate back to most of the area between Main and Court Streets, or East and Monroe Avenues without a new artery. It is proposed that Broad Street extension should swing southeastward after crossing William Street, so as to parallel East Avenue instead of converging toward it as Court Street does.

To open up a blind area in the heart of the congested district and at the same time facilitate through traffic and provide a feeder for Main Street East and East Avenue is an attractive proposal, likely to pay out soon in return from taxes and special assessments. It cannot too soon be given final review through expediting the City Plan.

NEW ROCHESTER SCHOOL DISTRICT, SEPARATE TAX TO BE ASKED AT ALBANY

Bill Drawn by Municipal Research Bureau Subject of Conference with Counsel for State Education Department

AFTER MINOR CHANGES SUGGESTED, MEASURE TO GO TO LEGISLATURE

Albany Bureau, Democrat and Chronicle

Albany, Feb. 1.—Establishment of a Rochester School District, with provision for collection of the school tax in that district at a time six months later than the collection of the general city tax, is the plan laid down in a bill which has been prepared by the Rochester Bureau of Municipal Research, and which was the subject of a conference this morning between Ernest C. Cole, general counsel for the State Education Department, Harold H. Ackerly, head of the division of accounts of the Rochester Department of Education, and W. Earl Weller, director of the Bureau of Municipal Research.

Mr. Cole advised certain changes in the proposed law, mainly designed to prevent conflicts between the situation in and about Rochester and other cities, as the bill aims to apply to Rochester alone. Under provisions of the bill as drawn, he said, various educational plans which have been adopted by other cities would be in conflict with the Rochester bill, and it is designed to correct this.

To Be Introduced Next Week Mr. Weller said after the conference that the suggested changes would be made as soon as feasible, and the bill then introduced in the Legislature in accordance with Mr. Cole's suggestion. This will probably be some time next week, and while it is pending in committee, the State Education Department officials will have time to digest it and decide whether or not it is in full accordance with the department's policies and plans.

The new law would create a Rochester School District to include portions of Brighton Gates and Greece, from which children now go to Rochester schools. It would provide further that the school tax in this enlarged district be collected six months after the general city tax. The school tax and the general city tax would be equal in size, and the separation of time for collection is designed to fix responsibility on the school board for its expenses.

Plan of Dr. McBain The plan was evolved by Dr. Howard McBain, authority on educational law, and the report of the Bureau incorporating the plan was completed on Sept. 1, 1928. It was two months in preparation. "Since Dr. McBain took two months in preparing the plan," said Mr. Cole, "it would be unwise for me to pass an opinion on it off-hand without thorough study. For that reason, I have advised certain changes to avoid conflicts, and then the submission of the bill where it will go to committee. Meanwhile, we will have a chance to study it."

It cost the city \$80,000 last year to educate children from outside the city in the proposed new district, and parents of these children paid no city taxes.

Fourteen Cities Using Method Mr. Weller explained that legislation is necessary as educational matters are not included in cities' home rule powers. The Rochester plan is not a new departure, he said, as there are 14 cities in the state where the school tax is collected separately, and where the school district boundaries are not contiguous with the cities.

Four years ago former Senator Homer E. A. Dick introduced a bill designed to provide an enlarged school district, but it was lost in the Senate. Mr. Weller explained the bill was long and complicated, whereas the new bill is short and as simple in its provisions as possible. Moreover, the former bill proposed certain increased financial expenditures, and the new bill does not.

Repairs to Charlotte High Would Not Pay Now, Tracy Says After Inspection "We are both pretty well agreed that a new building is the solution of the problem at Charlotte High School," said John M. Tracy, superintendent of school buildings, yesterday, discussing the inspection of the building made by him Thursday in company with John G. Ellendt, city superintendent of buildings.

"We went to Charlotte High School, which is an old non-fire-proof building in use in all of its three stories," he said. "We found gym playing basketball on the third floor. We inspected the building from cellar to attic and found the housekeeping conditions for an old building such as this, in a very good condition. Mr. Ellendt had many suggestions to offer to make the building safer for the children, but the cost would be from \$25,000 to \$30,000 and it is a question whether the Board of Education should spend this amount of money on a building that is to be abandoned within two years. I do not, of course, know what Mr. Ellendt will report."

"The old part of the school does not meet the requirements of the state so far as the glass area in the windows compares with the area of the floor of the classroom. The state law calls for a certain glass area in proportion to the floor area, which is 15 to 20 per cent."

Making the City Plan Thorough

"You can't dabble in city planning." A sound word of advice this from a member of the city planning board of St. Louis, where a city plan has been actively functioning since 1906.

"If you are going to undertake it, do it as completely and thoroughly as possible," he says. "If you are going to create a sound economic structure and not court financial disaster twenty or twenty-five years hence, the city plan should be undertaken with the utmost thoroughness."

A plan, whether for an individual, a city or a nation, is of value only in so far as it is carefully thought out and persistently followed.

One of the first noticeable results of the city plan in St. Louis, "was the doing away with the matter of local feeling of neighborhood differences of opinion." That is to say, under the city plan, all sections of the city feel a community of interest, sectional interests are sunk in the general interest, and individual opinions and wishes give place to a community way of getting things done.

Buffalo and Schenectady are two other cities, nearer home, which are reaping the fruits of wise city planning. The city plan has compelled them to look ahead, compelled them to estimate the increased size and population that the future will bring and in the light of those estimates to draw new pictures. The city plan is the modern method by which cities are shaping themselves.

Snow Cleaning Contracts

Frequent fall of snow during the last week or more is calling upon contractors for removing snow from the sidewalks to earn their money. Until quite recently it looked as if they were getting by rather easily, as little snow had fallen.

Nevertheless, there is merit in the proposal advanced by Councilman William F. Durnan to seek a way to regulate the amount paid in accordance with the work actually done. He suggested a base bid to cover the contractor's overhead—the expense he is under to be ready to do work—and then a rate per foot, per trip made with the plow.

This, Mr. Durnan holds, avoids asking contractors to gamble on the weather, with the likelihood that they will make their rate high enough to cover the risk.

City Manager Stephen B. Story concedes that it would be better to base payment on the actual work done, and says that he is working out a plan for handling the matter in that way. There is no question of changing the contracts for this year, which Mr. Story says have been let through competitive bidding for \$41,000 less than last year.

The fact that in years of excessive snow fall it has been found necessary to grant contractors extras reinforces Councilman Durnan's suggestion of a rate based on performance.

Editor, Rochester Journal:

This is not intended as a criticism of someone who has overlooked his duties as building inspector, but I have always been given to understand we had a law safeguarding tenants in buildings.

Last Saturday, there was a call for the Fire Department for a building at South Avenue and Howell Street, housing fifteen or twenty tenants, and with a furniture store on the ground floor, where there are plenty of inflammable materials.

This building is composed of four stories. I have to pass there four times a day to work, but I fail to find any means of exit besides the stairways. Why not have some fire escape on this building?

SAFETY.

PLAN ASKED TO DEVELOP DOWNTOWN

Merchants, City Officials Discuss Ways to Improve Mercantile Section

PROJECT VISUALIZED

Immense Financial Returns Would Follow Expansion, Says Milton S. Lum

For the purpose of crystallizing sentiment in favor of early action on a general plan for business-section street improvements, the Business District Improvement Association gave a dinner last evening at the Rochester Club to a group of leading business men and city officials.

In conjunction with the arguments that were advanced for the early development of such a plan there was exhibited a large illustration of business-section improvements made by John W. Kneller, of the architectural firm of Gordon & Kneller. The illustration was made from recent aerial photographs of the business district, and included as its most prominent features the extension of Broad Street eastward and the widening of Court Street.

Would Expedite City Plan

Councilmen Edward P. Flynn, William F. Durnan, and Harry C. Goodwin, with Harold W. Baker, commissioner of public works, Vice-Mayor Isaac Adler, Comptroller Clarence E. Higgins and other city officials were present and the guests included many men active in downtown business and banking affairs.

The dinner was arranged by a committee made up of Edmund M. Ailing, C. Storer Barrows, Milton S. Lum, John D. Pike, Frederick M. Strohm, and H. H. Sullivan. Mr. Sullivan presided and the speakers included, besides himself, Mr. Lum and Mr. Barrows. The various advantages that would accrue to the city from opening up the business section by principal street extensions and the widening of intersecting streets was discussed from numerous angles. Mr. Lum believed that the real estate and building development that would be stimulated by the proposed extension of Broad Street would pay the cost within a limited period, possibly five years. Mr. Sullivan urged that all agencies interested in the development of downtown business concentrate their efforts on whatever plan should be evolved after the whole problem was considered. He said that the formulation of a city plan should be expedited and decision reached as to what projects should be put through first.

Reviews Benefits

The financial benefits that have come either directly or indirectly to the city from the construction of the existing section of Broad Street were discussed by Mr. Lum. He predicted that the benefits would be greatly enhanced in the next few years and said that the completion of Broad Street would be one of the greatest improvements that would be made for the general development of the city.

"Broad Street, between Exchange Street and Caledonia Avenue, now renamed Calver Street, has been completed, and in use for about five years," said Mr. Lum. "A survey of the development of the properties and a comparison of the assessed valuations the year the improvement was started, in comparison with the assessor's valuations as of Jan. 1, 1929, shows that both the property interest and the city government have profited handsomely, when you take into consideration in making this comparison that there were many retardant factors which

acted to slow up development in the section where the same conditions obtain. The large percentage of the frontage that is owned and used, or owned and held for future use for civic, educational, and public utility. These include the City Hall property, and the property opposite the City Hall, between Broad Street, Fitzhugh Street, and Spring Street, Reynolds Library property occupying nearly an entire block, Mechanics Institute with a frontage of 292 feet, extending through to Spring Street, between Plymouth Avenue and Washington Street, and the Buffalo, Rochester & Pittsburgh office building.

Big Rise in Values

"These properties utilize approximately 1,200 feet, or 40 per cent. of the total frontage. These properties, including the Rochester Hotel, theater and garage property, and which is assessed on Main Street West, had a total assessed land valuation as of 1923 of \$474,250, as compared with \$960,310 on Jan. 1, this year. The combined building and land assessment as of 1923 was \$2,311,300 and on Jan. 1, this year, was \$2,837,810.00.

Eliminating these public properties and taking into consideration what has happened to the property that was available for commercial development, and which has an approximate frontage of 1,800 feet, or the equivalent of 60 per cent. of the total street frontage. This comprises 19 parcels or separate owner-ships, as against six parcels of public ownership. These 19 parcels of private ownership property were

assessed in 1923, land value only, for \$275,125, as compared with today's assessed valuation, land value only, of \$787,570, showing a land value increase of about 280 per cent. The total land and building value as of 1923 was \$522,590, and today's assessment value is \$1,869,860, and this will be handsomely increased next year with the completion of the proposed Genesee Valley Trust Company building. This shows an increase of more than 260 per cent. and a direct return in increased revenue from the general city tax of nearly \$35,000. When you consider that there have been only two major developments of commercial properties, it is reasonable to expect that the next five-year period will show an increase by bringing this 360 per cent. up to at least 1,000 per cent. increase. If this section of Broad Street, with all its handicap of public buildings, can show the return in usefulness, revenue to the city, and convenience to the public, I believe that the extension of Broad Street from South Avenue to Alexander Street, without any handicaps, will at least double the results that have accrued from the section now completed."

BUSINESS MEN URGE AID FOR DOWNTOWN STREETS

Pointing out that extension of Broad Street alone would bring added revenue to the city that would pay for its cost within approximately five years, the Business District Improvement Association was on record today for immediate formulation of a plan for street improvements in the downtown area.

At a dinner last evening in the Rochester Club, with leading business men and city officials present, advantages of early development of such a plan were outlined by chairmen of committees appointed to make surveys that would bring definite information to the public. Vice Mayor Adler, Comptroller Higgins, Commissioner of Public Works Baker and other city officials were present. The City Council was represented by Edward P. Flynn, William F. Durnan and Harry C. Goodwin.

VALUES INCREASED

Assessed valuation of commercial properties in the section of Broad Street already developed has increased from \$522,590 in 1923 to \$1,869,860 this year, Milton S. Lum reported in describing financial benefits that have come to the city from this development. A large illustration of the proposed business section improvements, drawn by John W. Kneller, of the architectural firm of Gordon & Kneller, was exhibited.

SEES BIG RETURN

"If this section of Broad Street, with all its handicap of public buildings can show return in usefulness, revenue to the city, and convenience to the public, I believe that the extension of Broad Street from South Avenue to Alexander Street, will at least double the results accrued from the section now completed," he concluded.

Mr. Sullivan, presiding at the meeting, urged that all agencies interested in the development lend their co-operation in whatever plan is evolved.

Selection of projects needing immediate attention, he said, was one of the important phases of carrying out the plan.

Rochester Handicaps Self By Not Pushing Work, Speakers Aver

Extension of Broad Street, New City Hall, Traffic Lanes, Urged—Prospective

tain What to Say.

icapped 15 years by sitting improvement of its congested rs said at a dinner last night ovement Association at the

ort to awaken public senti-to urge extension of Broad l. About 75 civic and busi-ty officials, were guests.

Building Situation Uncertain "There is uncertainty in the whole building situation. The condition has a tremendous effect on the building industry of the city as well as on the real estate market. To know any similar improvement in the commercial district in practically all of the cities in the United States has been followed by great real estate activity and building operations."

Mr. Sullivan pointed out Rochester is badly "dead-ended" on streets, citing Broad, Andrews, and Court streets as examples of "dead-end" thoroughfares.

Broad Street And City Plan

Delay in taking action to open up to business neglected areas in the congested district was scored by speakers at a dinner given Thursday evening by the Business District Improvement Association, an organization formed to advance extension eastward of Broad Street.

Reasons advanced for early action with respect to Broad Street are also reasons for completing and making effective the City Plan. An improvement of this character ought not to be undertaken without reference to such a plan. On the other hand, delay in formulating the plan and deciding what should be undertaken first is likely to mean loss to property-owners and the city, as well as force a straggling and unsatisfactory development which may prove a permanent handicap.

Broad Street extension has come before the public mainly as a plan of adding to facilities for handling traffic. It has, however, equal or greater importance as a project for making possible adequate development of an area within the zone of business activity but stagnant through difficulty of access.

The distance from Main Street East to Court Street is approximately 1,000 feet. Court Street itself, though doubtless destined for larger development than has yet taken place, is too narrow for a main business artery. Unless the East Side business district is to remain a one street affair, inadequate to serve the needs of a growing city, it is necessary to open up for trade the areas lying south and north of Main Street.

As the present trend of trade is south rather than north of Main Street, extending Broad Street offers a better opportunity of quickly recouping the city's expenditure through increased assessment values.

Clinton Avenue South, through a favorable location, has experienced rapid rise in values and business development, but trade cannot be expected to penetrate back to most of the area between Main and Court Streets, or East and Monroe Avenues without a new artery. It is proposed that Broad Street extension should swing southeastward after crossing William Street, so as to parallel East Avenue instead of converging toward it as Court Street does.

To open up a blind area in the heart of the congested district and at the same time facilitate through traffic and provide a feeder for Main Street East and East Avenue is an attractive proposal, likely to pay out soon in return from taxes and special assessments. It cannot too soon be given final review through expediting the City Plan.

NEW ROCHESTER SCHOOL DISTRICT, SEPARATE TAX TO BE ASKED AT ALBANY

Bill Drawn by Municipal Research Bureau Subject of Conference with Counsel for State Education Department

AFTER MINOR CHANGES SUGGESTED, MEASURE TO GO TO LEGISLATURE

Albany, Feb. 1.—Establishment of a Rochester School District, with provision for collection of the school tax in that district at a time six months later than the collection of the general city tax, is the plan laid down in a bill which has been prepared by the Rochester Bureau of Municipal Research, and which was the subject of a conference this morning between Ernest C. Cole, general counsel for the State Education Department, Harold H. Ackery, head of the division of accounts of the Rochester Department of Education, and W. Earl Weller, director of the Bureau of Municipal Research.

Mr. Cole advised certain changes in the proposed law, mainly designed to prevent conflicts between the situation in and about Rochester and other cities, as the bill aims to apply to Rochester alone. Under provisions of the bill as drawn, he said, various educational plans which have been adopted by other cities would be in conflict with the Rochester bill, and it is designed to correct this.

To Be Introduced Next Week Mr. Weller said after the conference that the suggested changes would be made as soon as feasible, and the bill then introduced in the legislature in accordance with Mr. Cole's suggestion. This will probably be some time next week, and while it is pending in committee, the State Education Department officials will have time to digest it and decide whether or not it is in full accordance with the department's policies and plans.

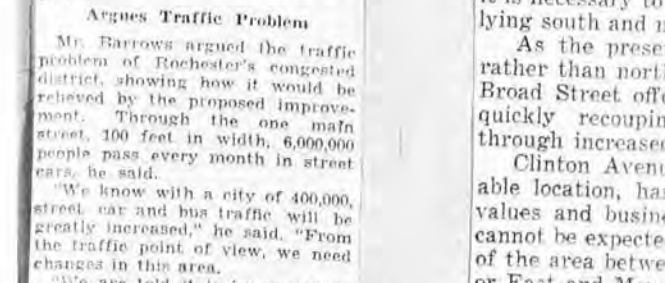
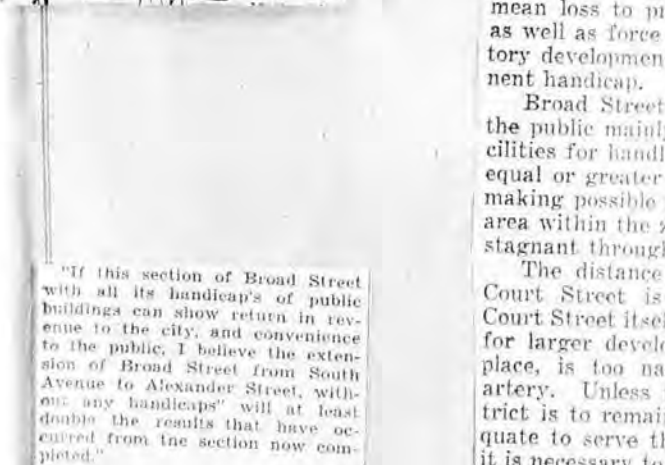
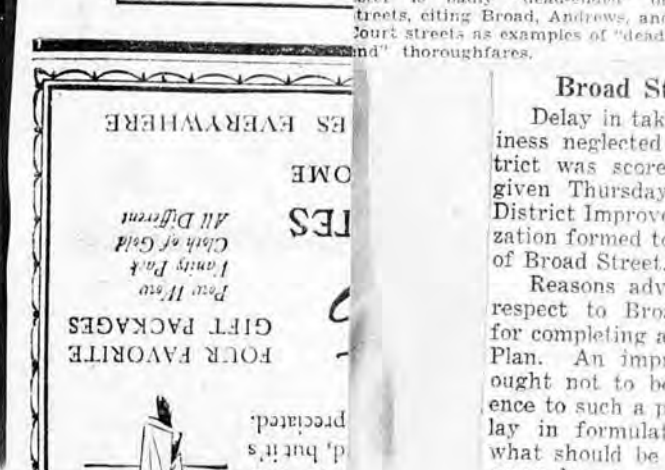
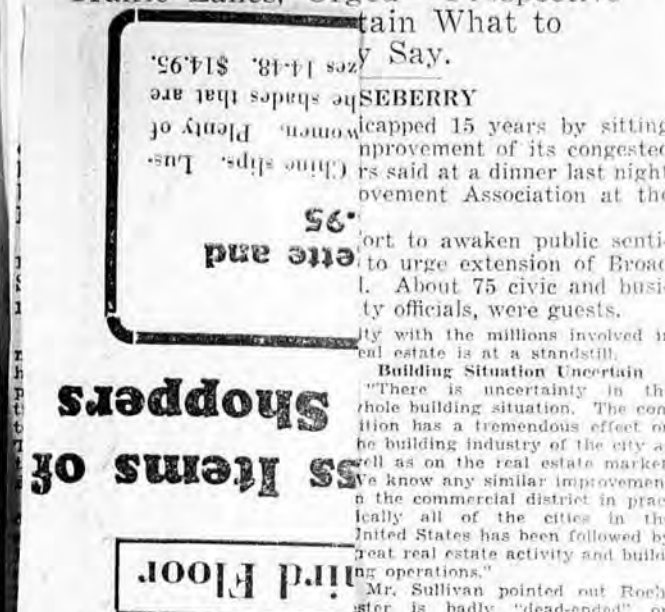
The new law would create a Rochester School District to include portions of Brighton, Gates and Greece, from which children now go to Rochester schools. It would provide further that the school tax in this enlarged district be collected six months after the general city tax. The school tax and the general tax run about equal in size, and the separation of time for collection is designed to fix responsibility on the school board for its expenses.

Plan of Dr. McBain The plan was evolved by Dr. Howard McBain, authority on constitutional law, and the report of the Bureau incorporating the plan was completed on Sept. 1, 1928. It was two months in preparation.

"Since Dr. McBain took two months in preparing the plan," said Mr. Cole, "it would be unwise for me to pass an opinion on it off-hand without thorough study. For that reason, I have advised certain changes to avoid conflicts, and then the submission of the bill where it will go to committee. Meanwhile, we will have a chance to study it."

It cost the city \$50,000 last year to educate children from outside the city in the proposed new district, and parents of those children paid no city taxes.

Fourteen Cities Using Method Mr. Weller explained that legislation is necessary as educational matters are not included in cities' home rule powers. The Rochester plan is not a new departure, he said; as there are 14 cities in the state where the school tax is collected separately, and where the school district boundaries are not contiguous with the cities. Four years ago former Senator Homer E. A. Dick introduced a bill designed to provide an enlarged school district, but it was lost in the Senate. Mr. Weller explained the bill was long and complicated, whereas the new bill is short and as simple in its provisions as possible. Moreover, the former bill proposed certain increased financial expenditures, and the new bill does not.



Six Millions Pass Monthly Through This Congested Area

at the evening session. It is planned to have a new edition of the book printed this winter. The new edition is referred to committee and printed, and copies of it will be widely distributed to school authorities throughout the state, to obtain their reaction to it and with the hope of working out for Rochester an efficient and constructive plan.

Herbert S. West, superintendent of schools, discussing the bill yesterday said:

"This bill was drawn by Dr. Howard H. McBain, of Columbia University, the noted authority on constitutional law. What we want is the fullest possible discussion and understanding of the bill and its immediate introduction will make that possible.

Only Fair Division Sought

"The sole purpose of introducing the bill is to bring it out into the open and give everybody a chance to discuss it and to give as much time as possible for that discussion."

"The whole intent of the bill is to divide the money that can be raised under the 2 per cent. constitutional limitation between the city and the Board of Education in accordance with some sound policy, rather than by these annual spasms.

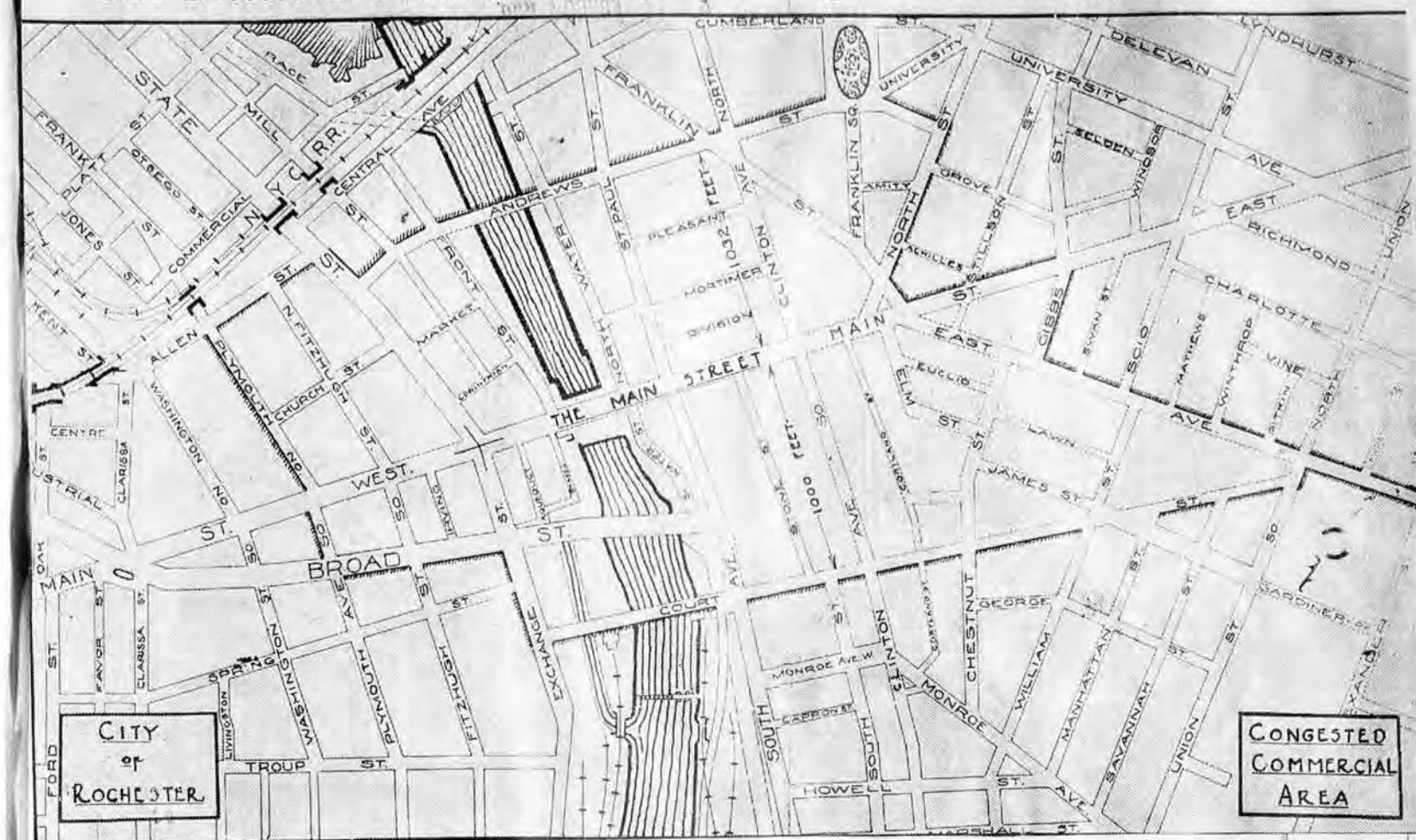
"There is no thought on anybody's part of increasing the amount that can be raised under the constitutional limitation. That is the whole intent of the bill."

there is no thought on the part of anybody to raise the constitutional limitation. It might be said that under the provisions of this bill, the city might take all of the money raised by taxation and leave the schools without any funds. It has always been a position to do that, but never has taken advantage of the opportunity. Therefore there seems to be no reason to believe that present or future city authorities would meet any differently than those of the past."

The following, quoted from a report of the Bureau of Municipalities as large as the present one. Consequently, unless some relief is found, the Rochester taxpayers may confidently expect this one-sided requirement of the City Charter to necessitate in the not too distant future an annual expenditure of approximately one-half million dollars.

"The practice of admitting non-resident pupils, free of all tuition charges, to the public schools of the city, while shortsighted as a matter of policy, has had a very natural growth from certain obvious beginning. It 1905 the village of Brighton was annexed to the city. At that time School District No. 2 of the town

8, 1922, a final amendment was made applying to children in District No. 5, Brighton, placing it in the list of town territories perpetually freed from taxation for school



upon the administration to prepare a city plan. In January 1928, a period of eleven years had elapsed since the enactment of the legislation, and the old city govern-

ing the development of the congested area of Rochester is the conflict between the interests of Main Street and those to the north and south.

In the twenty years gone by two effective methods to prevent the development of Rochester's congested area have been used. First

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Enlarged District Would Levy Tax For All Public Schools

Limit of Nine-tenths of One Per Cent. of Assessed Valuation Would Be Fixed — Bill To Be Introduced Into Legislature.

Creation of an enlarged Rochester school district with payment of a separate school tax not exceeding nine-tenths of one per cent. of the assessed valuation of property, seemed possible today.

A bill to amend the present state education law to that effect probably will be introduced in the State Legislature by representatives of Monroe County next Monday night, it is reported.

Plans for introduction of the bill follow a visit yesterday of W. Earl Weller, director of the Bureau of Municipal Research, and Harold H. Ackery, comptroller of the Board of Education in Albany, with Ernest C. Cole, general counsel for the State Education Department.

Mr. Cole was shown a copy of the proposed amendment drawn up by Dr. Howard McBain, noted Columbia professor of constitutional law, for Rochester. Mr. Cole, it is reported, suggested a few changes in sections which would affect other cities besides Rochester. After the bill is introduced and printed it will be sent to the other fourteen cities in the state which have similar separate school districts for their comment.

It was explained today that for the last ten years an average of 43 per cent. of the city's expenditures have been made for schools. As the city is limited in current expenditures to 2 per cent. of its assessed valuation, this average school expense has been slightly less than nine-tenths of one per cent. of Rochester's assessed valuation. This per cent. in the last few years has shown a slight decrease.

The theory in back of the proposed amendment is that the Board of Education will make up its budget first, being sure that it does not exceed its nine-tenths per cent. limit, and the city will use its policies.

Lets's Have a City Plan!

Decision On What Shall Be Done Important To Many Interests

Whatever important building project the city undertakes first, emphasis should be placed on the need for EARLY preparation of the city plan and for development of the downtown business section.

Speakers at the Business District Improvement Association meeting, urging the necessity for celerity and united action, made these telling points in substantiation of their arguments:

1. Millions of dollars' worth of building is being held up because of uncertainty regarding what the city will do in extending Broad and other streets. And that affects the whole real estate situation.

2. Building a new street not only would give employment at a time it is needed, but would attract business to the city through lessening the cost of doing business in the downtown section.

3. It would help to pay for itself through the creation of new values. Assessed valuation of a section of Broad Street has increased 360 per cent. during the past five years.

4. The city would have returned to it in increased taxes some of the money, which could then be used for other improvements. And there would be more people and property to help pay for them.

Years ago the city announced the route of the new parallel street.

It is true that many persons purchased property along the thoroughfare and planned to erect buildings. Naturally, they can do nothing until the city makes a decision and plan.

Extending this street might well be made a start on the city plan.

But whether it is or not, good business and justice require that the city shall quickly decide WHAT it is going to do and WHEN it will do it.

Traffic Conference To Afford Consensus For New Ordinance

Corporation Counsel Platt Calls Meeting to Garner Opinions on What Municipal Laws Should Embody and Bearing of Projected State Program.

A traffic conference which may have important bearing on future city legislation will be held Monday at 12:15 p. m. at the Sagamore Hotel, called by Corporation Counsel Clarence M. Platt.

At the meeting are expected to be Mr. Platt, Police Chief Andrew J. Kavanaugh, George J. Nier, commissioner of public safety; Curtis W. Barker, director of police; George Donahue, secretary of the Rochester Automobile Club; Charles L. Dalton, assistant director of the Bureau of Municipal Research, and members of the Safety Council.

Mr. Platt proposes to ask these men a series of questions relating to traffic ordinances and from the discussion hopes to gain pointers for a forthcoming new city ordinance on traffic regulation. The conference will discuss also the proposed state motor vehicle and highway traffic law, which is to have a hearing in Albany Wednesday, and its relation to any municipal ordinance that might be drafted. Mr. Platt seeks to learn whether its provisions would be acceptable in Rochester.

UNDER NEW BILL CITY COULD CUT SCHOOLS OFF ENTIRELY, PLATT SAYS

Not Likely but Possible, and Measure Set Up Rochester District Should Be Weighed, Corporation Counsel Thinks

AUTHORITIES WILL GIVE CAREFUL CONSIDERATION BEFORE APPROVAL

Legal questions presented by the proposed legislation to set up a Rochester school district, embracing the city and parts of Brighton, Greece, and Gates, were discussed at conferences yesterday by city officials, and by W. Earl Weller, director of the Bureau of Municipal Research and Herbert S. Weet, superintendent of schools. In one conference was City Manager Stephen B. Story, Vice-Mayor Isaac Adler, chairman of the City Council law committees and Corporation Counsel Clarence M. Platt. This group will confer again at noon tomorrow.

The principal question presented by the legislation is the distribution of the tax collections fixed by the State Constitution at 2 per cent. of the assessed valuation of property within the city. The proposed bill sets up a limitation of 9 mills, that can be raised for school purposes, and the general theory is that the balance of 11 per cent. can be used for general municipal purposes.

City Could Take All, Says Platt Corporation Counsel Platt raises the point that under his interpretation of the bill it would be possible for the city to raise the 2 per cent. for general municipal purposes, and the Board of Education would be prevented from raising any taxes at all. Mr. Platt said that likelihood of such action is improbable, but it is a possibility, in his opinion, under the measure, and something that must be considered in preparing the legislation.

Mr. Weller, who says that he is reflecting the opinion of Dr. Howard McBain, who was instrumental in the drafting of the bill, asserts that while the Constitution limits the amount that a municipality can raise by taxation at 2 per cent. of the assessed valuation, it also provides that municipalities must

at the present session, it is to be referred to committee and printed, and copies of it will be widely distributed to school authorities throughout the state, to obtain their reaction to it and with the hope of working out for Rochester an efficient and constructive plan. Herbert S. Weet, superintendent of schools, discussing the bill yesterday said:

"This bill was drawn by Dr. Howard L. McBain, of Columbia University, the noted authority on constitutional law. What we want is the fullest possible discussion and understanding of the bill and its immediate introduction will make that possible."

Only Fair Division Sought "The sole purpose of introducing the bill is to bring it out into the open and give everybody a chance to discuss it and to give as much time as possible for that discussion. The whole intent of the bill is to divide the money that can be raised under the 2 per cent. constitutional limitation between the city and the Board of Education in accordance with some sound policy, rather than by these annual spasms."

There is no right on anybody's part in passing the amount of the bill under the constitution. That is, and it is of vital importance that it be so.

Research, tells how the school-free districts in the three towns came to be established: "While the development of the territory, favored by freedom from school taxes, has been fairly rapid, it is safe to say that the territory will accommodate a population five times as large as the present one. Consequently, unless some relief is found, the Rochester taxpayers may confidently expect this considered requirement of the City Charter to necessitate in the near future a half million dollars' worth of non-tuition school buildings, and as a very real obstacle to the district's growth."

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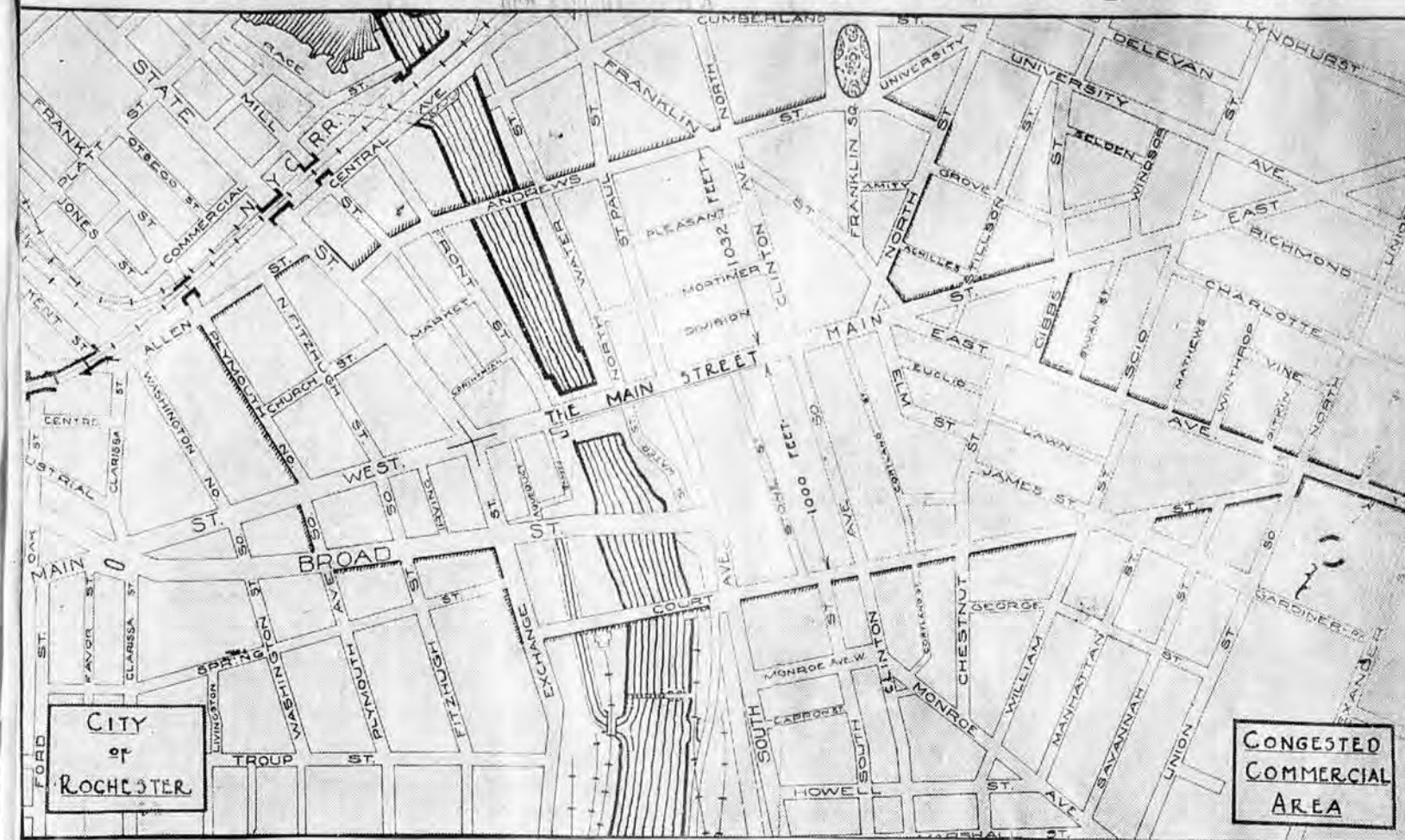
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Six Millions Pass Monthly Through This Congested Area



Lack of Streets Impeding City Growth, Says Architect

Business Rivalry and Too Many Committees Hinder Progress in Developing Thoroughfares

ROWS of Architects

decade, practically all the of the U. S. have made radical changes in their congested cities. More than four hundred have adopted a definite city plan of development. Old cities have cut wide streets through extremely high cost property, as in Philadelphia where 300 foot Boulevard has been constructed from the center to the outskirts of Philadelphia. Similar developments could be traced city by city. If we compare the maps of the congested areas of other cities with that of Rochester, our city stands out pre-eminent as the worst. It would appear with such a situation that Rochester business men would have recognized this condition years ago, and that definite steps would have been taken for an improvement in this area as has been done in cities competing with ours. Such was the case. In 1909, twenty years ago, when Edward G. Miner assumed the presidency of the Chamber of Commerce, this bad condition was recognized. He established a Civic Improvement Committee, which raised a considerable sum of money by subscription, and employed Messrs. Bruner, Arnold, Olmsted and Robinson, at that time considered the best engineers available in the country, to prepare a city plan, which was submitted in 1911. This plan was never officially adopted.

As to what to do to improve this area, we know that a street parallel to Main Street on the north and one on the south, not a great distance away, will immediately improve this whole area and give us a satisfactory business district.

Many City Plans In reference to a city plan, we have had one. The engineering department of the city has prepared plan after plan, but they have always had to be modified, changed or abandoned, due to pressure from this source and that. The City of Rochester has in its engineering department, exceptionally complete maps and all the data necessary for an intelligent development of the commercial district of Rochester.

As to the financial situation, Rochester has been no worse off than all the cities of the United States, and in fact, has been much better off than some that have made extensive improvements in their congested areas. Rochester, today, has in sight twenty-five millions available for improvements. The force that is actually preventing the development of the congested area of Rochester is the conflict between the interests of Main Street and those to the north and south.

Legislation Obtained In 1911 George Eastman became interested in a city plan. He, in turn, interested George W. Aldridge, who secured legislation at Albany, amending the city charter to provide for a City Planning Commission, making it obligatory upon the administration to prepare a city plan. In January 1928, a period of eleven years had elapsed since the enactment of the legislation, and the old city government passed out of existence with-

In the twenty years, since the first movement was started to improve the congested area, the population of Rochester has increased from 212,000 to an estimated population of 357,000, an increase of 145,000. During this time we have had a few important changes. These changes consist of three new bridges over the river, at Central Avenue, Charlton Street and Broad Street. Broad Street and Central Avenue bridges being in the downtown district, on dead-end streets. University Avenue has been extended through to Andrews Street. These changes as they affect the congested area of Rochester are valuable only insofar as they relieve the situation on the outskirts of the congested area.

It being a fact that Rochester has a poor business district, and that this condition was recognized many years ago, why is it that this condition has not been remedied? Is it because we do not know what to do to improve it? Is it because we have had no city plan? Is it because we have not had finances to carry on such an improvement?—or is it because we have had a veritable civil war between the interests to the north of Main Street and to the interests to the south?

As to what to do to improve this area, we know that a street parallel to Main Street on the north and one on the south, not a great distance away, will immediately improve this whole area and give us a satisfactory business district.

Many City Plans In reference to a city plan, we have had one. The engineering department of the city has prepared plan after plan, but they have always had to be modified, changed or abandoned, due to pressure from this source and that. The City of Rochester has in its engineering department, exceptionally complete maps and all the data necessary for an intelligent development of the commercial district of Rochester.

As to the financial situation, Rochester has been no worse off than all the cities of the United States, and in fact, has been much better off than some that have made extensive improvements in their congested areas. Rochester, today, has in sight twenty-five millions available for improvements. The force that is actually preventing the development of the congested area of Rochester is the conflict between the interests of Main Street and those to the north and south.

Legislation Obtained In 1911 George Eastman became interested in a city plan. He, in turn, interested George W. Aldridge, who secured legislation at Albany, amending the city charter to provide for a City Planning Commission, making it obligatory upon the administration to prepare a city plan. In January 1928, a period of eleven years had elapsed since the enactment of the legislation, and the old city government passed out of existence with-

The Main Street interests have believed that it is necessary to pass the whole population of Rochester through its street, thus securing a tremendous volume of trade to pay the high rentals. However, this effect now is recognized as being detrimental. The congestion is so great that customers are avoiding this congestion when shopping. Now it is possible on one street to form groups of similar shops, which is the ideal condition for the purchaser and which is the normal condition for a proper commercial development. It has also had a tendency to string out business through a narrow lane, always driving it out toward some natural trend, thus forever changing the stability of the whole street.

The interests of the north some years ago, secured a plan for a parallel street north of Main Street. They did not dare to propose a street wider than Main Street, as they knew that they could not have the support of the north side Main Street interests. However, a street was planned and preliminary steps taken to run this street through. It would have been a tremendous improvement for the whole commercial area and would have greatly helped the commercial development of Rochester.

Hard Fought Battle However, the interests to the south of Main Street effectively killed the parallel street to the north, stating that the trend of the business was south toward the east end residential district, and that the form as high grade a shopping district as it would on the south, and that the returns to the city would be proportionately less. It was a hard fought battle, and terminated as such battles usually do, in killing the project.

The southern interests then started action for the development of a parallel street south of Main Street. They have even dared to propose a street as wide as Main Street. They were successful, through a streak of luck, in having the old canal abandoned, and securing such a street as far as South Avenue, which, being a dead-end street, has very little possibility of commercial development. It has not put any through street in the congested area. However, it looked quite possible that the southern interests might push this street through. The northern interests have marshaled a mighty array to prevent the further progress of this street.

In the twenty years gone by two effective methods to prevent the development of Rochester's congested area have been used. First

is to ask for a city plan. Already, the City Engineer's office has many plans of improvements of this area on file. The second method is to use committees. In the committees appointed it has been found relatively easy to bring pressure to bear on individuals by the opposing forces. Today, we have the demand for a city plan. The opposing forces have lined up a multitude of committees. They are: The City Planning Board, City Planning Committee of the Council, Finance Committee of the Common Council, Financial Advisory Committee (recently appointed by Mr. Story outside of the Common Council), Council for a City Plan to group of citizens organized for selling a City Plan, Zoning Board, and the Common Council itself. It is impossible to conceive any street development being made in this congested area in the face of such an auspicious group of committees with a city divided against itself. It is a most effective barrier.

Co-operation Urged If Rochester is to develop this congested business area there must exist, instead of the spirit of antagonism, a spirit of co-operation between the northern and southern interests. This antagonism has hurt, and is still hurting, the progress of our city. It is for the good of Rochester that these interests get together and work out a mutual plan for the development of our city, which in the long run is going to be best for both.

If Broad Street were officially extended today, the city engineers state that it would be five years before traffic would be able to pass through this street. It is estimated that Rochester will then be a city of 400,000. Delay in this development is seriously handicapping both the building industry and the real estate situation in Rochester. Today there is an uncertainty that blankets our city.

Today there is an uncertainty that blankets our city.

Today there is an uncertainty that blankets our city.

CITY, BOARD OFFICIALS IN CONTROVERSY

Doubt Exists Whether District Could Circumvent State Tax and Debt Limits

Claim District Will Give Schools Authorities Right To Levy Higher Taxes

Proposed Rochester school district to include parts of Brighton, Greece and Gates, now using Rochester's rates without tax, threatened many legal complications yesterday.

City and school officials were in a controversy whether the district could circumvent the state tax limit of 2 per cent, and the state bonded debt limit of 10 per cent, without litigation to determine constitutionality of the measure.

City officials claimed the district scheme would give the school authorities power to levy a tax of 3 of 1 per cent, of the city's total assessed valuation, and still have the city with 2 per cent, which it might collect for general city purposes, making a total of 2.9 per cent, to be collected for all city purposes including schools.

HIGHER TAX BANNED

The state constitution forbids a tax based on more than 2 per cent, of the assessed valuation of Rochester for all city purposes.

Superintendent West of the public schools and W. Earl Weller of the Bureau of Municipal Research said the district bill as proposed would leave the city only 1.1 of the 2 per cent, for city taxes.

Corporation Counsel Platt, Isaac Adler, acting mayor, and City Manager Story insisted the school district bill would not interfere with the city collecting a full 2 per cent, and the schools having an additional 9 of 1 per cent, for themselves. But they held the idea was impossible, unless the constitution were amended.

WEET'S PLAN

They said if the legislature passed the measure, the city could take advantage of the full 2 per cent, and leaving nothing for the schools unless the 2 per cent, limit of the constitution were circumvented.

"The intent of the measure as drawn by Howard L. McElin of Columbia University was that the city and schools combined should not exceed 2 per cent, of the assessed valuation for all taxes," said Superintendent West. "If the measure does not convey that idea it must be withdrawn."

Corporation Counsel Platt insisted the measure as proposed provides for a district over and above the Rochester government, and could in no way interfere with the city's taking full advantage of the 2 per cent, limitation.

Authorities have asked that the measure be submitted to the Legislature tomorrow, that printed copies may be submitted to all the school authorities of the state to determine in what respects it may conflict with school conditions elsewhere.

The prime object of the measure was to compel residents of Brighton, Greece and Gates to pay for education which they now get free. The cost of such education has been placed at \$90,000.

This free education is the result of annexations from these towns. The city is annexing land left school districts without schools, and the state authorities held the city must provide education for the districts which were left without schools.

A general conference of the merits of the Rochester District School measure has been called for Tuesday noon in City Manager Story's office. City and school officials are to attend.

MAY PRESENT SCHOOL BILL THIS EVENING

Legislators Discuss Merits of New District Measure at Weekly Conference

The bill establishing a Rochester school district will be introduced in the Legislature tonight by the Monroe county delegation provided the measure is ready, declared Harry J. Bareham, chairman of the Republican County Committee yesterday. The provisions of the bill were discussed along its general phases at the weekly conference Friday afternoon between Mr. Bareham and members of the Monroe county delegation and introduction of the bill at the earliest date was agreed upon as a means of giving it printed and for the purpose of facilitating hearings to obtain the reaction of educational authorities and the people of the county on the provisions of the legislation.

The City Council this evening is expected to adopt a resolution endorsing the legislation as to principle and requesting the Monroe County delegation to sponsor it in the Legislature. Mr. Bareham said yesterday afternoon that he approves the bill as to principle.

The weekly conferences that Mr. Bareham has with Senators Cosmo A. Cilano, and Fred J. Slater, and Assemblyman Arthur T. Pammen, Harry J. McKay, Haskell H. Marks, R. L. Saunders and W. Ray Austin are increasing in their scope. Proponents of various measures take the opportunity to address the entire delegation and the meetings that take place at the public headquarters take the form of hearings on measures of particular interest to Monroe county, or on bills for which proponents

or opponents hope to win the support of the county's representation when the legislation comes up for vote.

Part of last week's conference was devoted to legislation of special interest to agriculturists. Representatives of county and state farm bureaus addressed the delegation and the legislation relating to the licensing of dogs; gasoline tax; the payment for sheep destroyed on farms; the bill regarding pheasant hunting and other measures of special importance to farmers were discussed. Irvin L. Gelsor, deputy corporation counsel, and William J. Boylark of the Society for the Prevention of Cruelty to Animals, took part in the discussions.

A conference will be conducted today between City Manager Stephen B. Story, Vice-Mayor Isaac Adler, chairman of the Law Committee of the City Council and Corporation Counsel Clarence M. Platt regarding the section of the school district bill which relates to the distribution of the funds which Rochester may raise by municipal taxation.

CITY MANAGER SAYS BIG JOB IS WELL BEGUN

Story Suggests Law Like Mullan-Gage Act To Increase Powers of Enforcement in State.

That there have been no fireworks or ballyhoo in the first year's application of the City Manager Charter in Rochester, that more powers are necessary to make possible the cleaning up of possible crime centers and that the really big job of improving the city's financial condition has been accomplished were among the claims made by City Manager Story at the luncheon of the Presbyterian, Congregational and Reformed Ministers Association in North Presbyterian Parish House today.

"The police have worked quietly and effectively," Mr. Story said, "and Rochester has succeeded in keeping herself off the list of crime centers."

The Rev. Frank A. Hawlet, president of the society, introduced Mr. Story, who said:

"Every effort is being made by the city government to clean up possible or potential crime breeding points. The law gives us clear powers to act upon matters relating to gambling or immorality but we are circumscribed in our powers in relation to speakings."

What is needed is a re-enactment of the Mullan-Gage Act, or the enactment of some similar legislation to clothe us with powers of enforcement.

"Commissioner Whalen's widely advertised campaign in New York City did not produce the desired results because it was strong arm stuff and the arrests could not be made to stick. Of the number arrested less than ten per cent, were finally held."

"No disparagement is meant in this remark—it is just a statement of conditions. Much good resulted from the publicity resulting from the Whalen raids."

"We have had no fireworks or ballyhoo about what has been done locally. The police have worked quietly and effectively and Rochester has succeeded in keeping herself off the list of crime centers."

Record Not Spectacular

"In general the 1928 record of the city government cannot be said to be spectacular. We did not start out with that point of view. The big job was to improve the financial condition of the city and even our most ardent antagonists must admit that we have been in years, for we will pay off, as a result of 1928 operations, about \$900,000 of our current expense debt."

"We have had to install business practices and tighten up a loose administrative machine."

"Many things are some of the way brought to realization."

SAVE \$450,000 TO CITY BUDGET

Instead of \$500,000 for application on the current expense debt this year, as planned in the city budget, this year, Rochester will have nearer \$900,000, thanks to more than \$450,000 saved by the administration in 1928, Comptroller Higgins announced today.

The saving will be shown in the annual financial statement to be submitted by Mr. Higgins to the City Council tonight. Not all of the saving will be applied to the debt as some will be held in reserve to meet emergencies which may arise.

The general city administration received appropriations of \$12,936,242.37, with expenditures held to \$12,683,134.06, leaving a balance of \$253,103.31. Receipts from various sources amounted to \$213,000, with \$170,000 from the state from state tax returns as the largest item. But of this sum \$135,000 was given to the Bureau of Charities and the World War and G. A. R. reliefs.

\$165,000 BALANCE

Besides these savings there is still a balance of \$165,983.26 in water, market and Mt. Hope funds, Mr. Higgins said.

City Manager Story pronounced the statement as the "greatest accomplishment of city manager government," and predicted that similar savings the next few years would wipe out all of the existing current expense debt before 1935, when it must all be absorbed under the new charter.

"In spite of the fact that we are called upon to provide \$135,000 in additional funds to meet the demands of the Bureau of Charities, the World War and G. A. R. relief, and \$88,000 for hospital care of indigent sick, we are finishing the year with unexpended balances of appropriations of \$253,103 and excess receipts from sources other than taxation of \$213,000, making a total of \$466,103," said Mr. Higgins.

"This total is limited to departments under the city manager. Besides a saving of \$165,000 is shown in the utility accounts. **DEFICIT CUT DOWN**

"Beginning with 1928 the city had a current deficit of \$2,918,000 and the 1928 budget proposed that a reduction of \$500,000 be made. This was carried out. The 1928 surplus will now permit a further reduction (after setting up a reserve to meet possible claims filed against the city) of from \$350,000 to \$400,000."

"Depending on which of these amounts is applied against the current debt, the 1928 reduction in total will reach either \$850,000 or \$900,000. The 1929 program called for an additional reduction in the current expense debt of \$800,000, and this amount plus the 1928 reduction will reduce the total debt of \$2,918,000 to either \$1,200,000 or \$1,250,000. (The current expense debt must be wiped out by 1935 under charter provisions.)"

"The Board of Education shows a slight unexpended balance of approximately \$13,000. Appropriations for the School Board during 1928 totaled \$10,231,729.20."

PLANS SHAPING FOR ACTION ON SCHOOLS HERE

Legislation To Create Enlarged Rochester Educational District Gradually Formulated.

Plans to expedite discussion and action on the Rochester school bill gradually are taking shape.

It is believed Senator Cosmo A. Cilano will introduce the bill to amend the state education law creating an enlarged Rochester school district in which a separate school tax will be paid at tonight's session of the Senate. His action may be delayed until tomorrow, however as the Monroe County delegation will not arrive in Albany until late this afternoon.

Which Monroe assemblyman will father the measure in the House is not yet certain.

A resolution asking the law committee of the City Council to study the measure with the possibility of the council, later endorsing it, probably will be introduced in tonight's session.

In the meantime the three principals in the discussion on schools in last week's council meeting have declared themselves in favor of the bill, Vice-Mayor Isaac Adler, Councilmen Harry C. Goodwin and Nelson A. Milne.

Milne for Bill

"The amendment to the state education law would provide for a Rochester school district embracing the city and parts of the towns of Brighton, Gates and Greece, and the levy and payment of a separate school tax in July not exceeding nine-tenths of one per cent, of the assessed valuation of the property in the district. It would give the Board of Education power to issue bonds up to 3.25 per cent, of the valuation of that property."

Councilman Milne says he is in favor of the school bill if it meets the requirements of Superintendent of Schools West. In last week's council meeting it was Mr. Milne who raised the only objection to the cutting of this year's school budget though he finally voted for the measure.

Platt Sees Objection

Corporation Counsel Clarence A. Platt raised what might be a legal objection to the amendment as now drawn.

"A court might hold that the proposed school district was co-terminus with the city and that the expenditures of such district were for city purposes," he said. "I have not yet discovered any prohibition on the city raising the full two per cent, tax. If the court should hold as above suggested and if the city in the meantime and in November levied its full two per cent, then, when the school district came to levy its tax in June, the possibility is seen of the district being unable to levy any tax."

In discussing this phase of the situation Vice-Mayor Isaac Adler said that while such a possibility existed, he believed it would never actually occur and that the city would never take advantage of such a situation.

Superintendent of Schools Herbert S. West pointed out that the city has always been in a position to leave the schools without any funds but that it has never taken advantage of the opportunity.

SAID HURT BY WATER LOSS

More Diversion at Chicago Would Harm Development, City Manager Believes

LITIGATION NEARS END

Highest Court Takes Action for Immediate Disposal of Suits Lasting 25 Years

Permanent development of the Port of Rochester with capacity to handle the large increase in maritime shipping that is expected to result from the completion of the enlarged Welland Canal depends largely on the elimination of the diversion of waters of the Great Lakes into the Chicago drainage canal, according to City Manager Stephen E. Story. The proceedings that have reached the Supreme Court of the United States regarding the diversion of water from the Great Lakes into the Mississippi watershed by reason of municipal authorities of Chicago failing to construct sewage treatment plants and carrying the refuse of a city of nearly 3,000,000 persons through a drainage canal with water captured from Lake Michigan are being followed closely by Mr. Story.

Already the level of the Great Lakes with the exception of Lake Superior has been lowered from five to six inches and in many instances cottagers along Lake Ontario found it impossible to launch pleasure boats at their docks because of the decreasing level of the water. With the Genesee River constantly filling up at the Port of Rochester, necessitating the dredging at intervals of two years, the lowering of the waters of the lake has a most important bearing on the efficiency of the harbor, especially if the diversion was kept up indefinitely.

Immediate Settlement Sought

The states and cities on the Great Lakes, excluding Chicago, have been in litigation over the diversion for the last 25 years, and two weeks ago the Supreme Court of the United States took drastic steps to adjudicate the differences and the diversion case was referred back to Charles Evans Hughes, as special master of the court, with specific instructions to take such steps as will assure a decision in the controversy. The cities and states along the Great Lakes sought an immediate injunction restraining Chicago from diverting 8,500 cubic feet of water a second through the drainage canal. This request was denied by the court in the interest of safeguarding health in Chicago but, in strong language, the court in the opinion read by Presiding Justice William H. Taft took steps to settle the diversion question. Under the terms of the decision it is mandatory for the city of Chicago to construct sewage treatment plants.

Mr. Story said that the first of these plans will be opened in the Spring and the construction of others will follow. Some years ago, Chicago, through authority of the War Department, was permitted to divert water not exceeding 4,567 cubic feet a second from the Great

Lakes. The diversion now reaches 8,500 cubic feet a second in excess of what was permitted by governmental order. This alleged diversion, it is contended, has greatly hampered the navigable capacity of the Great Lakes and with harbor development to the foreground in the preparation of a city plan the stoppage of this flow of water into the Mississippi watershed rather than through the St. Lawrence is of the first consequence to this city, Mr. Story points out.

Must Build Sewage Plants

Under provisions of the decision, Chicago is required to substitute suitable sewage plants to take care of the refuse, and eventually it may lead to the abandonment of the Chicago drainage canal. In the meantime definite steps are being taken to eliminate the diversion of the Great Lakes waters and Mr. Story feels that within the next few years the Port of Rochester, especially with the opening of the enlarged Welland Canal, which makes possible the harbor route in Lakes Superior, Michigan, Huron and Erie to enter Lake Ontario, will develop possibilities not now entertained by the most enthusiastic proponents of the harbor.

The entire harbor development of Rochester will be studied by a special committee appointed by Mr. Story and made up of Mr. Milne, Libanus Todd, Frank H. Macy, Harry C. Stevenson and William J. Graham.

The importance that attaches to the diversion of the waters of the Great Lakes as a means of assuring navigation is indicated by the participation of a number of Southern and Middle Western states in the proceedings before the highest court in the nation. The court in its opinion held that the states farther down the Mississippi that urged retention of the diversion as a means of benefiting their waterway "have no rightful interest in maintaining the diversion."

MANY CONSULT CITY LIBRARY HISTORY UNIT

Rochester, Washington Officials Have Sought Information, Report to Trustee Board Declares.

Students, business men, newspaper, historians and Rochester and Washington officials have consulted the division of history of the Rochester Public Library at Edgerton Park since the report of Edward E. Foreman, city historian, submitted to the library trustees and to City Manager Story today.

The Division of History has charge of a collection of volumes on the history of Rochester, Monroe County, and the State of New York and also has scrapbooks, autograph letters, manuscripts, and other historical data, which are being indexed so they will be available for research work.

Volume two of the Rochester World War Service Record was published by the Division of History last year and volume three, which completes the series, will soon be off of the press. Volume seven of the Rochester History series has also been completed and work on the compilation and editing of volume eight has been begun and the volume will be issued this year, the report states.

In addition to publishing the volumes of War Service Record, the division of history maintains a card index containing all the information in the volumes and all facts such as rewards, deaths, and burials so the record can be kept up to date.

The historical library has recently been equipped with new cases for the care of added volumes and with boxes for manuscripts and exhibits for maps. More than 160 feet of shelf space has been added in the library and 823 feet of shelving in the store room. There are now more than 5,000 volumes in the library.

After pioneers and later citizens and the card index of this material. The Henry O'Reilly collection of manuscripts, letters and documents, numbering 2,486 pieces, has been arranged and filed in steel cabinet for safe keeping.

Delay Is Favored In Action On New City Traffic Law

Check of Proposed State Regulation Will Be Made Before Projected Local Measure Is Approved—City Officials and Auto Club Heads at Conference.

Whether the city of Rochester will support or oppose generally or in part the proposed state traffic law introduced in the Legislature was discussed at a conference between city officials and representatives of the Bureau of Municipal Research and the Rochester Automobile Club this noon at the Sagamore.

Representing the administration were Corporation Counsel Clarence M. Platt, Police Chief Andrew Kavanaugh, Commissioner of Public Safety George J. Nier, George C. Donahue and Frank J. Smith represented the Automobile Club, and Charles R. Dalton the Research Bureau. City Court Judge Arthur Wilder and members of the Safety Council of the Chamber of Commerce, also attended.

Mr. Platt advised that action on the traffic ordinance, prepared by the Bureau of Municipal Research, be withheld until the state law is carefully checked and it is decided whether this law will meet the traffic problems of this city.

Should the state law prove satisfactory, Mr. Platt said, it would eliminate the necessity of enacting a long string of local traffic ordinances. Where certain powers regarding traffic regulation are delegated to municipalities, towns and villages, such laws could be enacted here to supplement the state law, he declared.

A clearer definition as to parking or stopping to discharge or take on passengers is desired by Mr. Platt. Stopping and parking near or opposite street intersections were also discussed.

Mr. Platt expressed his intention of appearing at the hearing on the proposed state law at Albany or writing the committee concerning Rochester's desires.

Because of the radical change of methods which the proposed establishment of a Rochester School District would bring, citizens of this city should STUDY every feature of the bill to be introduced in the Legislature. Briefly, it provides: "The Rochester School District shall be a body corporate, with the power to reserve, hold, lease and convey property, to contract, to levy and collect taxes, and to issue bonds. The district shall be a city district within the meaning of this article."

It is proposed that the new corporate body not only shall have power to levy and collect taxes, but that they shall be paid six months later than city taxes for other purposes are paid, so that full responsibility for school expenses would be on the school authorities.

Ostensibly, the chief reason for making the change is to correct the condition whereby children from certain parts of Brighton, Gates and Greece are admitted to city schools, without the payment either of tuition or taxes to the city.

When the city annexed parts of these towns, including some schools, certain territories in those school districts which were not annexed were left without schools.

Consequently, the city gave them free use of city schools. But those outlying sections have been growing, and it is now costing the city \$90,000 a year for the schooling of children for whom no taxes or tuition is paid.

Possible growth of these sections could increase the cost to five times as much as at present.

Obviously, here is a situation which SHOULD be corrected in the interest of justice to all.

The proposed new law would do this, for these sections would be in the new district.

But the proposed measure goes much farther than this, giving the educational authorities greatly broadened powers over the entire city.

Residents of Rochester should not only understand this bill, but let their legislators know whether they are for or against it.

Everyone should be concerned, for it vitally affects all.

Library Asset to City

Whole Community Will Benefit by Wisely Planned Branch in Monroe Avenue.

Steps taken by the City of Rochester toward building a \$75,000 branch library, at Monroe Avenue and Field Street, insure for this section a permanent and artistic structure, to house an institution of lasting value to the community.

Plans announced by Charles H. Wiltzie, president of the Rochester Public Library board of trustees, reveal the care that has been taken in designing a building, not only of attractiveness, but also in which utility and comfort were given consideration.

Located advantageously, the new library will add to the instruction and enjoyment of people of all ages.

MONDAY, FEBRUARY 4, 1929

Enlarged School District Proposed

The proposal to set up a Rochester school district, embracing the city and parts of adjoining towns, which was shelved several years ago, has again been brought forward with better prospects of success.

For one thing, the arrangement under which the city furnishes free tuition to pupils who live in districts which were divided when annexation took place has become a source of increasing expense. It is estimated that Rochester is now furnishing this tuition at a cost of \$90,000 annually, and that cost is still increasing.

No doubt it was supposed, when the city agreed to provide this free tuition, that the remaining portions of those districts would soon be annexed. So when a schoolhouse built by such a district was brought within the city line, it seemed a simple temporary adjustment to provide free schooling for the portion of the district not annexed.

But annexation has halted, while the growth of the population of the territory immediately adjoining the city has been rapid, so the free tuition arrangement has become burdensome.

Establishing a Rochester school district which includes territory outside the city implies separate school taxes and school debt limit. The proposed bill sets up a limitation of nine mills that can be raised for school purposes, leaving 1.1 under the 2 per cent. constitutional tax limit for general municipal purposes.

It is stated by the Bureau of Municipal Research that there are 14 cities in the state where the school tax is collected separately, and where the school district boundaries do not coincide with the corporate limits of the cities. The method of separate school districts and school tax is common in the Middle West.

If an agreement can be reached by the general city government and the school board to support the bill it should stand a better chance of passage than the similar measure introduced by Senator Dick four years ago.

The new proposal has great merit, and deserves most careful and sympathetic attention.

The Library Report

In spite of all the counter attractions of this busy age, Rochester residents are reading more books and magazines than ever before. A total of 2,397,600 volumes were circulated from the various branches of the library system in 1928, a marked increase over the preceding year and representing a per capita distribution of 7.33 books.

The report of Librarian Yust calls attention to the usefulness of the readers' advisory service by which patrons of the Central Library are directed to specific channels of reading to suit individual needs. The average person is a bit bewildered when confronting the vast treasure stores of a city library; it means an important advantage for him if he can be guided to the kind of reading matter that he wants without waste of time or energy. The growing use of the reference system is noteworthy too; in the year 23,430 items were looked up and 25,448 persons assisted. In this supplemental form of service, the library is filling an expanding field of usefulness for the community.

Children are by no means the only patrons of the libraries. They were outnumbered last year more than two to one by adults, the ratio being 54,654 adults to 25,058 children. From this evidence, it is a fallacy to suppose that the movies, the radio and the bridge clubs have a monopoly on the time and interest of Rochester people.

Judging from the use that is made of it, the city library system has justified its cost and the constant addition of branch units. It is indeed one of the healthiest adjuncts of community life and the whole city may well look forward to the fulfillment of dreams that will give the library a permanent home in the projected Civic Center worthy of the important place it holds in the interests of the people.

UNDER NEW BILL CITY COULD CUT SCHOOLS OFF ENTIRELY, PLATT SAYS

Not Likely but Possible, and Measure To Set Up Rochester District Should Be Weighed, Corporation Counsel Thinks

AUTHORITIES WILL GIVE CAREFUL CONSIDERATION BEFORE APPROVAL

Legal questions presented by the proposed legislation to set up a Rochester school district, embracing the city and parts of Brighton, Greece, and Gates, were discussed at conferences yesterday by city officials, and by W. Earl Weller, director of the Bureau of Municipal Research and Herbert S. Weet, superintendent of schools. In one conference was City Manager Stephen B. Story, Vice-Mayor Isaac Adler, chairman of the City Council law committees and Corporation Counsel Clarence M. Platt. This group will confer again at noon tomorrow.

The principal question presented by the legislation is the distribution of the tax collections fixed by the State Constitution at 2 per cent. of the assessed valuation of property within the city. The proposed bill sets up a limitation of 9 mills that can be raised for school purposes, and the general theory is that the balance of 1.1 per cent. can be used for general municipal purposes.

City Could Take All, Says Platt
Corporation Counsel Platt raised the point that under his interpretation of the bill it would be possible for the city to raise the 2 per cent. for general municipal purposes, and the Board of Education would be prevented from raising any taxes at all. Mr. Platt said that likelihood of such action is improbable, but it is a possibility. In his opinion, under the measure, and something that must be considered in preparing the legislation.

Mr. Weller, who says that he is reflecting the opinion of Dr. Howard McBain, who was instrumental in the drafting of the bill, asserts that while the Constitution limits the amount that a municipality can raise by taxation at 2 per cent. of the assessed valuation, it also provides that municipalities must make expenditures for education, placing the power within the Legislature. Mr. Weller feels, to fix definitely what part of the revenues shall go to schools.

Says Contention Untenable
The contention raised by Mr. Platt, that the city raising its taxes first could consume all of the 2 per cent. limitation, prohibition the schools from taxing under the constitutional restriction, would not be held tenable by the courts, in Mr. Weller's opinion.

The bill is indorsed as to principle by City Manager Story and Vice-Mayor Adler, but they are looking into its legal phases. Under the proposed legislation the bonding limit for the Board of Education in financing school construction is placed at 3 1/2 per cent. of the total assessed valuation of property. The limit under the constitution is 10 per cent. leaving 6 1/2 per cent. for general city purposes, such as the financing of local improvements, the construction of bridges, and other projects.

Council to Discuss Bill
It is possible that in the event of an agreement at the conference tomorrow noon a resolution introducing the legislation as to principle may be introduced in the City Council at the evening session. It is planned to introduce the bill in the Legislature tomorrow night. It will be referred to committee and printed, and copies of it will be widely distributed to school authorities throughout the state, to obtain their reaction to it and with the hope of working out for Rochester an efficient and constructive plan.

The following, quoted from a resolution introduced in the City Council at the evening session of the City Council last night, was adopted by the City Council last night.

Reducing Current Debt Load

Substantial progress in reducing the burden of current debt is recorded in the annual financial report prepared by Comptroller Higgins and submitted to the City Council last night by City Manager Story.

The 1928 budget carried \$509,000 for reduction of the \$2,918,000 current debt which confronted the City Manager administration on assuming office. The report shows that the new administration closed its first year with unexpended balances of appropriations of \$266,191 and excess receipts from sources other than taxation of \$213,910, making a total of \$480,101. It is expected that \$409,000 can safely be applied against the current debt.

Adding this amount to the \$509,000 for current debt reduction carried in the 1928 budget, total reduction will be \$918,000. The 1929 budget calls for an additional reduction in the current expense debt of \$800,000, and 1928 experience indicates that this will at least be met and may be exceeded.

Excess receipts above budget estimates were in the main due to larger returns from those state levies which are in part turned back to its political subdivisions. They were also due in part, however, to improved administration of city property.

This current debt is recognized as an undesirable element in city finance. The new charter requires its elimination by 1935. It is satisfactory to note that good progress is being made in meeting this requirement.

It should also be noted that while the city received back from the state more than had been anticipated, it was also forced to provide funds beyond the budget estimates for charitable work. This included \$135,000 excess expenditure for the Bureau of Charities, the World War and G. A. R. Relief, and \$88,000 for hospital care of the indigent sick.

Keeping within the budget and cutting down current debt to the extent indicated in Comptroller Higgins's report is a highly creditable performance.

SCHOOL CHANGE TO BE STUDIED

The whole question of a Rochester school district, to embrace sections of Brighton, Greece and Gates now having free use of city schools, and segregation of school budgets from the general city budget, with the school authorities permitted to levy taxes of their own, will be the subject of a City Council investigation.

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Program Should Be Large Enough to Care For Important Needs of All Sections and Have Popular Approval, He Tells Engineers.

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"I believe," he said, "it is inadvisable to make major improvements without relation to a major plan. This plan should be so designed as to solve problems as a whole, and not for a particular district."

The speaker placed emphasis on the fact the Improvement Association is not working for the extension of Broad Street alone, but with the express purpose of assisting development of downtown Rochester.

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The plan must be satisfactory to the general public as well as to the business district, he said.

Mr. Sullivan urged early undertaking of improvement work in order to relieve unemployment. Most charity needs, he pointed out, are caused by unemployment, and the city would save money by investing it in improvements.

Other Cities Moved

"At the bottom of all this," he said, "is the knowledge that in other cities the business districts have moved entirely from their old locations, due to the inaccessibility on account of streets that were too narrow."

"We know conditions of automobile traffic have rendered streets that were perfectly adequate entirely unsatisfactory for present-day traffic."

"It is just as necessary to increase our street area for the accommodation of this traffic as it is for a man to get a larger house as his family grows."

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The available margin was presented as \$15,325,595.48. Of this sum not all is due to the new government and its financial methods, as at least \$10,000,000 was created by the comptroller to the 20 per cent. raise in assessments put on the city a year ago, and now being taken off in city credit.

Mr. Higgins presented the gross bond, note and contract debt as \$86,733,284.29, which covered exempt obligations as well as those within the meaning of the constitutional limit.

The net debt was given as \$47,840,426.62. The debt limit he presented as \$65,165,932.10.

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Mr. Goodwin said that he could not understand the importance of having a full councilmanic meeting for the resolution and Councilman Milne asserted that if the resolution was adopted it would necessitate an appraisal and the proposition required the expenditure of money.

"In other words it gets back to the question of an appraisal which was defeated by the Council and the committee feels that there should be a full attendance," said Councilman Milne.

"If you consider the matter as important as that I will consent to the postponement," said Mr. Goodwin.

By a vote of six to one, with only Councilman Goodwin, chairman of the Public Utilities Committee, voting in the affirmative, the Council defeated a resolution granting permission to the Rochester Co-ordinated Bus Lines to extend its lines through Hollister Street to the Portland Avenue yards. A dissenting report was filed by Councilman Durnan and Guzzetta, who with Mr. Goodwin make up the Public Utilities Committee. Mr. Durnan asserted that it would be a hazard to children of No. 18 School and that the residents of Hollister Street were opposed to it. Councilman Goodwin asserted that the objections of the residents of the city should not always control when there was a request of interest to the entire city and he cited the precedent of changing the name of Ingewood Terrace to Croswan Terrace. Councilman Peake entered the debate and asserted that he did not see any parallel in the Croswan Terrace matter.

Report on Possible Buying Water Co. Mains Asked

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"These sums represented the amount by which the city actually overspent its budget. In 1928 we ran a surplus of \$480,000. "If we can keep up the good work of 1928, we will be able to pay off a million more of the current debt in 1929, and the result will be the reduction in two years of the \$2,918,000 debt to \$1,000,000."

MONDAY, FEBRUARY 4, 1929

Enlarged School District Proposed

The proposal to set up a Rochester school district, embracing the city and parts of adjoining towns, which was shelved several years ago, has again been brought forward with better prospects of success.

For one thing, the arrangement under which the city furnishes free tuition to pupils who live in districts which were divided when annexation took place has become a source of increasing expense. It is estimated that Rochester is now furnishing this tuition at a cost of \$90,000 annually, and that cost is still increasing.

No doubt it was supposed, when the city agreed to provide this free tuition, that the remaining portions of those districts would soon be annexed. So when a schoolhouse built by such a district was brought within the city line, it seemed a simple temporary adjustment to provide free schooling for the portion of the district not annexed.

But annexation has halted, while the growth of the population of the territory immediately adjoining the city has been rapid, so the free tuition arrangement has become burdensome.

Establishing a Rochester school district which includes territory outside the city implies separate school taxes and school debt limit. The proposed bill sets up a limitation of nine mills that can be raised for school purposes, leaving 1.1 under the 2 per cent. constitutional tax limit for general municipal purposes.

It is stated by the Bureau of Municipal Research that there are 14 cities in the state where the school tax is collected separately, and where the school district boundaries do not coincide with the corporate limits of the cities. The method of separate school districts and school tax is common in the Middle West.

If an agreement can be reached by the general city government and the school board to support the bill it should stand a better chance of passage than the similar measure introduced by Senator Dick four years ago. The new proposal has great merit, and deserves most careful and sympathetic attention.

The Library Report

In spite of all the counter attractions of this busy age, Rochester residents are reading more books and magazines than ever before. A total of 2,397,600 volumes were circulated from the various branches of the library system in 1928, a marked increase over the preceding year and representing a per capita distribution of 7.33 books.

The report of Librarian Yust calls attention to the usefulness of the readers' advisory service by which patrons of the Central Library are directed to specific channels of reading to suit individual needs. The average person is a bit bewildered when confronting the vast treasure stores of a city library; it means an important advantage for him if he can be guided to the kind of reading matter that he wants without waste of time or energy. The growing use of the reference system is noteworthy too; in the year 23,430 items were looked up and 25,443 persons assisted. In this supplemental form of service, the library is filling an expanding field of usefulness for the community.

Children are by no means the only patrons of the libraries. They were outnumbered last year more than two to one by adults, the ratio being 54,554 adults to 25,058 children. From this evidence, it is a fallacy to suppose that the movies, the radio and the bridge clubs have a monopoly on the time and interest of Rochester people.

Judging from the use that is made of it, the city library system has justified its cost and the constant addition of branch units. It is indeed one of the healthiest adjuncts of community life and the whole city may well look forward to the fulfillment of dreams that will give the library a permanent home in the projected Civic Center worthy of the important place it holds in the interests of the people.

UNDER NEW BILL CITY COULD CUT SCHOOLS OFF ENTIRELY, PLATT SAYS

Not Likely but Possible, and Measure To Set Up Rochester District Should Be Weighed, Corporation Counsel Thinks

AUTHORITIES WILL GIVE CAREFUL CONSIDERATION BEFORE APPROVAL

Legal questions presented by the proposed legislation to set up a Rochester school district, embracing the city and parts of Brighton, Greece, and Gates, were discussed at conferences yesterday by city officials, and by W. Earl Weller, director of the Bureau of Municipal Research and Herbert S. Weet, superintendent of schools. In one conference was City Manager Isaac Adler, chairman of the Corporation Counsel Clarence

Research, tells how the school-free districts in the three towns came to be established:

"While the development of the territory, favored by freedom from school taxes, has been fairly rapid, it is safe to say that the territory will accommodate a population five times as large as the present one. Consequently, unless some relief is found, the Rochester taxpayers may confidently expect this one-sided requirement of the City Charter to necessitate in the near future a distant future annual expenditure of approximately one-half million

admitting non- of all tuition le schools of lighted as a had a very certain ob- the village ad to the District Brighten undaries. the vil- terri- of a Jeav- Wory wn, all- the pt e

Herbert S. Weet, superintendent of schools, discussing the bill yesterday said:

"This bill was drawn by Dr. Howard L. McBain, of Columbia University, the noted authority on constitutional law. What we want is the fullest possible discussion and understanding of the bill and its immediate introduction will make that possible.

Only Fair Division Sought

"The sole purpose of introducing the bill is to bring it out into the open and give everybody a chance to discuss it and to give as much time as possible for that discussion.

"The whole intent of the bill is to divide the money that can be raised under the 2 per cent. constitutional limitation between the city and the Board of Education in accordance with some sound policy, rather than by these annual spasms.

"There is no thought on anybody's part of increasing the amount that can be raised under the constitutional limitation. That is the whole intent of the bill, and there is no thought on the part of anybody to raise the constitutional limitation. It might be said that under the provisions of this bill, the city might take all of the money raised by taxation and leave the schools without any funds. It has always been in a position to do that, but never has taken advantage of the opportunity. Therefore there seems to be no reason to believe that present or future city authorities would act any differently than those of the past."

The following, quoted from a re-

Historic Scrapbooks Collection

Reducing Current Debt Load

Substantial progress in reducing the burden of current debt is recorded in the annual financial report prepared by Comptroller Higgins and submitted to the City Council last night by City Manager Story.

The 1928 budget carried \$509,000 for reduction of the \$2,918,000 current debt which confronted the City Manager administration on assuming office. The report shows that the new administration closed its first year with unexpended balances of appropriations of \$266,191 and excess receipts from sources other than taxation of \$213,910, making a total of \$480,101. It is expected that \$409,000 can safely be applied against the current debt.

Adding this amount to the \$509,000 for current debt reduction carried in the 1928 budget, total reduction will be \$918,000. The 1929 budget calls for an additional reduction in the current expense debt of \$800,000, and 1928 experience indicates that this will at least be met and may be exceeded.

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District No. 2 of the Town of Brighton, upon lands heretofore charged with any portion of the cost of the construction of the school building now occupied and used by the city of Rochester.

"This set up the precedent and in 1913, the city boundaries were extended so that part of School District No. 10, Brighton, was taken in, and this time it was made mandatory upon the board to accept the children from the left out part of this district as non-tuition paying pupils.

On April 26, 1915, Section 383 of grant similar privileges to the children the City Charter was amended to open in District No. 4, Greece. On June 8, 1917, this provision was repealed, but restored to the charter on May 10 of the same year. Privileges of free tuition were extended at this time to the children of District No. 6, town of Gates. On April 6, 1922, a final amendment was made applying to children in District No. 5, Brighton, placing the list of town territories fully freed from taxation for

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The resolution of Councilman Guzzetta requesting preparation of a local law changing the time of collecting municipal taxes from January and July 1 to April and October 1 came before the Council, but upon his request it was deferred until there should be a full attendance of the Council. Mayor Joseph C. Wilson is in Florida, and Councilman Louis S. Foulkes was absent last night.

Councilman Milne presented an ordinance for a concrete pavement in Waldo Street, and Councilman Peake presented an ordinance for a concrete pavement and sewer in Irvington Road. Councilman Milne presented a resolution changing the name of Schenck Street to Redwood Road, and it was referred to the City Planning and Zoning Committee.

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CITY CURRENT EXPENSE DEBT REDUCED \$918,000; DEBATE OVER SUPERVISOR

Lively Skirmish Raised
by Choice of Man to
Succeed Hilner

JOHN J. KENNEDY
FINALLY ELECTED

'Political Maneuver,'
Says Goodwin, and
Milne Responds

By HIRAM MARKS
Named Supervisor



JOHN J. KENNEDY

What Council Did Last Night

The City Council last evening:
Elected John J. Kennedy super-
visor of the Fifteenth Ward after
a lively debate.

Received financial report for 1928
showing reduction of \$918,000 in
current expense borrowing.

Authorized the law committee to
study and make recommendations
of the Rochester school district bill.

Directed an investigation by City
Manager Story into advisability
of the city acquiring properties of the
Rochester & Lake Ontario Water
Company within the city limits.

Approved the bond issue aggregat-
ing \$4,720,000.

Transacted a large amount of
general business.

Political Maneuver, Goodwin Says
Mr. Clinton, who opposed Mr.
Hilner in an unsuccessful contest in
the primaries was proposed by Mr.
Goodwin, who asserted that he was
an "estimable citizen, and stood
equally as high in the community
as Mr. Kennedy, against whom he
has no personal criticism."

"This is simply a matter of polit-
ics," said Mr. Goodwin. "The or-
ganization forces in the Fifteenth
ward headed by Martin B. O'Neil,
former mayor, and Andrew Widen-
mann, collector of customs, desire
to continue their hold on the ward
by the election of an organization
candidate for supervisor, and they
are using this Council to further
their political program. There is
no particular need of speedy action
in this case, but they feel they have
the upper hand tonight, and having
counted noses and knowing where
they stand, they are favoring the
issue. It is purely a political game
on their part, and it is purely a
political game on my part in oppos-
ing them."

Councilman Goodwin asserted
that there was nothing in the elec-
tion law as he understood it that
placed responsibility for the selec-
tion of a supervisor to fill a vacancy
on the ward and county committee
and he said that while the Council
out of courtesy should consider his
suggestion there was nothing to
make it compulsory to follow his
recommendation. He said that he
hadn't seen any petition from the
ward and county committee to
name Mr. Kennedy, and nothing of
an official nature was before the
Council.

'Nothing to It,' Says Milne
Councilman Milne then asserted
that Goodwin's charges of politics
were "all bunk" and that "there
was nothing to it." He asked what
political organization Goodwin re-
presented.

Councilman Goodwin got to his
feet immediately and said that he
represented the "Independent organ-
ization which carried the Council
and brought about the adoption of
the city manager government." He
said that there was no sham about
his stand, and that he was consist-
ent in it. Milne then asked what
"Goodwin has ever done for the in-
dependents," and before the council-
man had an opportunity to answer
the inquiry Vice-Mayor Adler said
"Let us not go into that," and Mr.
Goodwin acquiesced in the adminis-
tration.

In seconding the nomination of
Mr. Clinton the statement was
made by Councilman Flynn that he
did not know Mr. Kennedy, but he
did know Mr. Clinton, and was
pleased to propose him to the Coun-
cil. He said that he was not inter-
ested in the politics, nor had he
been asked at any time to play any
politics by the insurgents, but if a
request was made, "I would do my
best to stand with them." He added
that he felt that the Council should
be given an opportunity to ascer-
tain what qualifications the candi-
dates had for the office, and since
the issue was forced he would vote
for the man he knew.

Adler Declines Vote
In opinion that the Council was
acting unbecomingly in forcing the
vote was expressed by Vice-Mayor
Adler, who said that he declined to
express a preference, as he knew
neither of the men. At the conclu-
sion of the voting, Mr. Goodwin
moved to make the election unan-
imous, and Mr. Milne seconded the
motion, but Mr. Adler declined to
alter his stand, and instructed Mr.
Goodwin to change his vote if he
desired, but this provoked the re-
mark, "Let it stand as it is."

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Budgets \$432,176, Council Told TO PAY MILLION IN 1929, STORY HOPES

Wipes Out Practice of
Anticipating Revenue
to Carry City Along

A reduction of \$918,000 in current
expense borrowing is made possible
by the financial administration of
the city manager government in
1928, it is disclosed in a report for
the fiscal year ended on Dec. 31,
1928, prepared by Comptroller
Clarence E. Higgins and submitted to
the City Council last evening by City
Manager Stephen B. Story.

The substantial reduction in the
current expense borrowing brings
the city nearer the point when the
current expense borrowing and ex-
penditures kept within revenues, and
eliminates a practice of anticipat-
ing revenue for the payment of
current expense. This practice
must be wiped out, under the pro-
visions of the City Manager Charter,
by 1935.

Obligations Substantially Cut
The report was referred by Vice-
Mayor Adler to the finance com-
mittee. As explained by Comptroller
Higgins it covers only the
financial transactions for 1928. In
addition to the reductions that the
city has made in the current ex-
pense borrowing obligations which
have been shifted from one year to
another, a most significant phase of
the financial administration of the

In accordance with Section 226 of the Charter, I am submitting a
financial report for the fiscal year ending Dec. 31, 1928. This report con-
sists of the following:

1. Statement of appropriations, expenditures and obligations reported
and unencumbered balances.
2. Statement of receipts and disbursements of loan, special, and trust
funds.
3. Statement of revenues.
4. Statement of bank balances Dec. 31, 1928.
5. Debt statement, Dec. 31, 1928.

As these statements are prepared showing considerable detail, I am
summarizing the more important facts:

Appropriations and Expenditures 1928			
Fund	Appropriations	Expenditures	Unexpended
General Fund	\$12,956,243.37	\$12,653,134.06	\$303,109.31
Water Fund	1,500,000.00	1,390,456.79	109,543.21
Market Fund	40,000.00	13,115.45	26,884.55
Mt. Hope Fund	125,000.00	105,442.50	19,557.50
School Fund	10,231,729.20	10,218,647.08	13,082.12
Totals	\$24,842,972.57	\$24,410,795.88	\$432,176.69
Estimate			

It will be noted that unexpended
balances appear in every depart-
ment, bureau and office, ranging
from \$2.98 in the Memorial Day ex-
penses to \$109,543.21 in the Water
Bureau. The unexpended balances
in the Water, Market and Mt. Hope
funds cannot be used for general
purposes.

The disbursements for capital
projects amounted to \$4,711,208.40,
of which \$2,241,511.48 was for local
assessment improvements and \$1,
330,180.75 for schools.

The total current operating
revenues of the city amount to \$22,
643,992.36, exceeding budget esti-
mates by \$427,009.44. Approximately
\$170,000 of this excess is in depart-
mental receipts, the balance coming
mostly from the state. Of the total
excess, \$212,099.20 has been appro-
priated by specific law or by the
Council, leaving \$213,910.24 not ob-
ligated or spent. This, together
with unexpended balances in the
school and current operating funds,

Gratification at this substantial
reduction in the practice of borrow-
ing for current expenses was ex-
pressed by Vice-Mayor Adler, who
with Mayor Wilson and Council-
man Edward P. Flynn make up the
finance committee.

Hopes for Million Cut in 1929
"The fact that we are able to
reduce our current expense debt in
one year by the sum of \$918,000 is

especially significant when we look
back at what happened in 1927 and
1928," said Mr. Story. "In 1926,
when the budget was prepared in
the Spring, it was planned to bor-
row a certain sum of money, but
when the borrowing was actually
done \$356,000 additional was actu-
ally borrowed. In 1927 an additional \$319,
000 was borrowed. These sums
represented the amount by which
the city actually overspent its
budget."

In 1928, we ran a surplus of
\$480,000.
"If we can keep up the work in
1929, we will be able to pay off a
million more of the current expense
debt in 1929, and the result will be
the reduction in two years of the
\$2,918,000 debt to \$1,000,000."

Following is the digest of the
financial statement prepared for the
Council by Comptroller Higgins:

The full text of the Rochester
School District Bill as introduced
today is given below. The bill was
prepared by the Rochester Bureau of
Municipal Research in consultation
with Professor Howard Lee McBain
of Columbia University and was the
subject of conferences between the
Rochester School authorities and of-
ficials of the city and the board of
education prior to the weekend.

AN ACT TO AMEND THE EDU-
CATION LAW BY CREATING THE
ROCHESTER SCHOOL DISTRICT
INCLUDING TERRITORY OF THE
CITY OF ROCHESTER AND CER-
TAIN TERRITORY CONTIGUOUS
THERE TO.

The people of the State of New
York, represented in Senate and As-
sembly, do enact as follows:

Section 1. Section eight hundred
and eighty-six of the education law,
as added by chapter two hundred
and eighty-two of the laws of 1917,
and eighty-six of the laws of 1918,
and eighty-six of the laws of 1919,
and eighty-six of the laws of 1920,
and eighty-six of the laws of 1921,
and eighty-six of the laws of 1922,
and eighty-six of the laws of 1923,
and eighty-six of the laws of 1924,
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and eighty-six of the laws of 1932,
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and eighty-six of the laws of 2

CITY CURRENT EXPENSE DEBT REDUCED \$918,000; DEBATE OVER SUPERVISOR

Lively Skirmish Raised
by Choice of Man to
Succeed Hilner

JOHN J. KENNEDY
FINALLY ELECTED

'Political Maneuver,'
Says Goodwin, and
Milne Responds

By HIRAM MARKS
Named Supervisor



JOHN J. KENNEDY

What Council Did Last Night

Council proceedings were enlivened last evening by a contest developing in the election of a supervisor for the Fifteenth Ward to fill a vacancy caused by the resignation of Lewis J. Hilner, and after a spirited debate John J. Kennedy, former alderman, was elected by a vote of four to two.

Vice-Mayor Isaac Adler, who presided, declined to make a choice between Mr. Kennedy and his opponent, Patrick Clinton, declaring that he did not know either candidate, and felt that there should be an adjournment for a week to enable the members of the Council to acquaint themselves with the qualifications of the men, as responsibility for the selection fell on the councilmen.

Debate Warm Up

The Council divided, with Councilmen Nelson A. Milne, Joseph L. Guzzetta, William F. Durean and Chester A. Peake supporting Mr. Kennedy, and Councilmen Harry C. Goodwin and Edward P. Flynn supporting Mr. Clinton. Charges of political maneuvering were flung at each other by Councilmen Milne and Goodwin and the epithets "insurgents" and "regulars" entered frequently into the debate.

The matter came before the Council in the resignation of Mr. Hilner, who has been named assistant county park commissioner. Councilman Guzzetta moved that the Council proceed with the election of a successor, and this motion was seconded by Councilman Durean. Councilman Goodwin then asked that the matter be delayed until there was a full meeting of the Council, and this motion was seconded by Councilman Flynn, who said that he felt that he had a right to know for whom he was going to vote, and added, "I wouldn't vote for a man unless I have voted for him."

Adler Councils Delay

Vice-Mayor Adler said that he felt that a delay until there was full attendance of the Council was unnecessary, but he felt that out of courtesy to the members of the Council a postponement of one week should be taken. He said that he felt some responsibility in the matter, and that even though Kennedy was sponsored by the Republican ward and county committeemen, and that should be given consideration, "after all the responsibility is ours, and we should be given an opportunity to find out something about the candidates."

When Councilman Guzzetta's motion was put to a vote it prevailed by four to three, the opposing votes being cast by Vice-Mayor Adler and Councilmen Goodwin and Flynn. Councilman Milne then placed Kennedy's name in nomination and it was seconded by Councilman Durean.

The City Council last evening: Elected John J. Kennedy supervisor of the Fifteenth Ward after lively debate.

Received financial report for 1928 showing reduction of \$918,000 in current expense borrowing.

Authorized the law committee to study and make recommendations of the Rochester school district bill.

Directed an investigation by City Manager Story into advisability of the city acquiring properties of the Rochester & Lake Ontario Water Company within the city limits.

Approved the bond issue aggregating \$4,720,000.

Transacted a large amount of general business.

Councilman Durean, who asserted that he had been acquainted with the candidate for a number of years and that he was general superintendent of the Norman Stone Works and served two years as alderman of the Fifteenth Ward and admirably qualified to represent the ward as supervisor. Both Mr. Milne and Mr. Durean said that when a ward and county committee by unanimous action endorsed a candidate, it was good judgment for the Council to follow the suggestion.

Political Maneuver, Goodwin Says

Mr. Clinton, who opposed Mr. Hilner in an unsuccessful contest in the primaries, was proposed by Mr. Goodwin, who asserted that he was an "estimable citizen, and stood equally as high in the community as Mr. Kennedy, against whom he has no personal criticism."

"This is simply a matter of politics," said Mr. Goodwin. "The organization forces in the Fifteenth ward headed by Martin B. O'Neil, former mayor, and Andrew Wiedemann, collector of customs, desire to continue their hold on the ward by the election of an organization candidate for supervisor, and they are using this Council to further their political program. There is no particular need of speedy action in this case, but they feel they have the upper hand tonight, and having counted noses and knowing where they stand, they are forcing the issue. It is purely a political game on their part, and it is purely a political game on my part in opposing them."

Councilman Goodwin asserted that there was nothing in the election law as he understood it that placed responsibility for the selection of a supervisor to fill a vacancy on the ward and county committee and he said that while the Council out of courtesy should consider its suggestion there was nothing to make it compulsory to follow its recommendation. He said that he hadn't seen any petition from the ward and county committee to name Mr. Kennedy, and nothing of an official nature was before the Council.

'Nothing to It,' Says Milne

Councilman Milne then asserted that Goodwin's charges of politics were "all the bunk" and that "there was nothing to it." He asked what political organization Goodwin represented.

Councilman Goodwin got to his feet immediately and said that he represented the "insurgent organization which carried the Council and brought about the adoption of the city manager government." He said that there was no sham about his stand, and that he was consistent in it. Milne then asked what he had ever done for the insurgents, and before the councilman had an opportunity to answer the inquiry Vice-Mayor Adler said "Let us not go into that," and Mr. Goodwin acquiesced in the admonition.

In seconding the nomination of Mr. Clinton the statement was made by Councilman Flynn that he did not know Mr. Kennedy, but he did know Mr. Clinton, and was pleased to propose him to the Council. He said that he was not interested in the politics nor had he been asked at any time to play any politics by the insurgents, but if a request was made, "I would do my best to stand with them." He added that he felt that the Council should be given an opportunity to ascertain what qualifications the candidates had for the office, and since the issue was forced he would vote for the man he knew.

Adler Declines Vote

In opinion that the Council was acting unbecomingly in forcing the vote was expressed by Vice-Mayor Adler, who said that he declined to express a preference, as he knew neither of the men. At the conclusion of the voting, Mr. Goodwin moved to make the election unanimous, but Mr. Milne seconded the motion, but Mr. Adler declined to alter his stand, and instructed Mr. Goodwin to change his vote if he desired, but this provoked the remark, "Let it stand as it is."

The disbursements for capital projects amounted to \$4,711,208.40, of which \$2,241,511.48 was for local assessment improvements and \$1,330,180.75 for schools.

The total current operating revenues of the city amount to \$22,643,992.36, exceeding budget estimates by \$427,009.44. Approximately \$170,000 of this excess is in department receipts, the balance coming mostly from the state. Of the total excess, \$213,099.20 has been appropriated by specific law or by the Council, leaving \$213,910.24 not obligated or spent. This, together with unexpended balances in the school and current operating funds makes a total of \$450,101.67, a large part of which can and should be used to reduce the 1928 current expense deficit. As we have borrowed only \$1,550,000 of the 1928 deficit estimated in the 1928 budget at \$2,409,000, it should be necessary to borrow only an additional \$450,000 to finance the 1928 obligations. This would pay off \$409,000 in addition to the \$509,000 planned in the 1928 budget, and would leave a reserve of approximately \$70,000 to meet unforeseen future claims against the city chargeable to 1928. The net result would be a reduction in the \$2,918,200 deficit which existed on Jan. 1, 1928, to \$2,000,000. If the 1929 program is carried out, the latter figure will be reduced by an additional \$800,000.

The gross bond, note and contract debt on Dec. 31 was \$66,733,284.20, and the net debt was \$42,840,426.62, leaving an available margin of \$15,325,505.48 under the constitutional limit. The debt statement shows how the city debt is divided.

Budgets \$432,176,
Council Told
TO PAY MILLION IN
1929, STORY HOPES

Wipes Out Practice of
Anticipating Revenue
to Carry City Along

A reduction of \$918,000 in current expense borrowing is made possible by the financial administration of the city manager government. In 1928, it is disclosed in a report for the fiscal year ended on Dec. 31, prepared by Comptroller Clarence E. Higgins and submitted to the City Council last evening by City Manager Stephen B. Story.

The substantial reduction in the current expense borrowing brings the city nearer the point when the budget can be balanced and expenditures kept within revenues, and eliminates a practice of anticipating revenue for the payment of current expense. This practice must be wiped out, under the provisions of the City Manager Charter, by 1935.

Obligations Substantially Cut

The report was referred by Vice-Mayor Adler to the finance committee. As explained by Comptroller Higgins it covers only the financial transactions for 1928. In addition to the reductions that the city has made in the current expense borrowing obligations which have been shifted from one year to another, a most significant phase of the financial administration of the

financial report, is that all departments have been brought under the control of the Bureau of Charities, for which there was a specific reason, not only stayed within their appropriation, but provided in the budget, but effected substantial savings from them. The digest of the report submitted by manager Story to the Council discloses that the unexpended balance as of Dec. 31 is \$432,176.69, which is applied to the reduction of the current expense borrowing.

Gratification at this substantial reduction in the practice of borrowing for current expenses was expressed by Vice-Mayor Adler, who with Mayor Wilson and Councilman Edward P. Flynn make up the finance committee.

Hopes for Million Cut in 1929

"The fact that we are able to reduce our current expense debt in one year by the sum of \$918,000 is especially significant when we look back at what happened in 1927 and 1928," said Mr. Story. "In 1926, when the budget was prepared in the Spring, it was planned to borrow a certain sum of money, but when the borrowing was actually required, in 1927 an additional \$319,000 was borrowed. These sums represented the amount by which the city actually overspent its budget. In 1928, we ran a surplus of \$480,000.

"If we can keep up the work in 1929, we will be able to pay off a million more of the current expense debt in 1929, and the result will be the reduction in two years of the \$2,918,000 debt to \$1,000,000."

Comptroller's Statement

Following is the digest of the financial statement prepared for the Council by Comptroller Higgins:

In accordance with Section 226 of the Charter, I am submitting a statement of the financial condition of the city for the year ending Dec. 31, 1928. This report contains:

1. Statement of appropriations, expenditures and obligations reported and unexpended balances.
2. Statement of receipts and disbursements of loan, special, and trust funds.
3. Statement of revenues.
4. Statement of bank balances Dec. 31, 1928.
5. Debt statement, Dec. 31, 1928.

As these statements are prepared showing considerable detail, I am summarizing the more important facts:

Fund	Appropriations	Expenditures	Unexpended
General Fund	\$12,958,243.37	\$12,553,124.06	\$253,169.31
Water Fund	1,500,000.00	1,390,456.79	109,543.21
Market Fund	40,000.00	33,115.45	6,884.55
Mt. Hope Fund	125,000.00	105,442.56	19,557.44
School Fund	10,231,729.29	10,218,647.58	13,081.71
Totals	\$24,844,972.57	\$24,410,785.88	\$432,176.69
Estimate			

It will be noted that unexpended balances appear in every department, bureau and office, ranging from \$2.98 in the Memorial Day Exposition to \$109,543.21 in the Water Bureau. The unexpended balances in the Water, Market and Mt. Hope funds cannot be used for general purposes.

The disbursements for capital projects amounted to \$4,711,208.40, of which \$2,241,511.48 was for local assessment improvements and \$1,330,180.75 for schools.

The total current operating revenues of the city amount to \$22,643,992.36, exceeding budget estimates by \$427,009.44. Approximately \$170,000 of this excess is in department receipts, the balance coming mostly from the state. Of the total excess, \$213,099.20 has been appropriated by specific law or by the Council, leaving \$213,910.24 not obligated or spent. This, together with unexpended balances in the school and current operating funds makes a total of \$450,101.67, a large part of which can and should be used to reduce the 1928 current expense deficit. As we have borrowed only \$1,550,000 of the 1928 deficit estimated in the 1928 budget at \$2,409,000, it should be necessary to borrow only an additional \$450,000 to finance the 1928 obligations. This would pay off \$409,000 in addition to the \$509,000 planned in the 1928 budget, and would leave a reserve of approximately \$70,000 to meet unforeseen future claims against the city chargeable to 1928. The net result would be a reduction in the \$2,918,200 deficit which existed on Jan. 1, 1928, to \$2,000,000. If the 1929 program is carried out, the latter figure will be reduced by an additional \$800,000.

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The full text of the Rochester School District Bill as it is expected to be introduced in the Legislature today is given below. The bill was prepared by the Rochester Bureau of Municipal Research in consultation with Professor Howard Lee McKim of Columbia University and was the subject of conferences between the Rochester School authorities and officials of the State Educational Department over the weekend.

AN ACT TO AMEND THE EDUCATION LAW BY CREATING THE ROCHESTER SCHOOL DISTRICT INCLUDING TERRITORY OF THE CITY OF ROCHESTER AND CERTAIN TERRITORY CONTIGUOUS THERETO.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section eight hundred and sixty-five of the education law, as added by chapter seven hundred and eighty-six of the laws of nineteen hundred and seventeen, and amended by chapter two hundred and fifty-two of the laws of nineteen hundred and twenty-two, and chapter one hundred and eighty-four of the laws of nineteen hundred and twenty-three, is hereby amended to read as follows:

1576. Purchase and sale of real property. The board of education may purchase real property for any of the purposes authorized by law and may sell real property for any of the purposes authorized by law and may mortgage real property for any of the purposes authorized by law and may lease real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 2. In a city of the second class (and in a city of the first class having a population of less than four hundred thousand, according to the federal census of nineteen hundred and ten) the board of education and the board of estimate and apportionment, or other municipal authorities who were authorized and empowered to do so, shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 3. Subdivision five of section eight hundred and seventy-nine of the education law, as added by chapter seven hundred and eighty-six of the laws of nineteen hundred and seventeen, and amended by chapter two hundred and fifty-two of the laws of nineteen hundred and twenty-two, and chapter one hundred and eighty-four of the laws of nineteen hundred and twenty-three, is hereby amended to read as follows:

Section 4. Section eight hundred and sixty-five of the education law, as added by chapter seven hundred and eighty-six of the laws of nineteen hundred and seventeen, and amended by chapter two hundred and fifty-two of the laws of nineteen hundred and twenty-two, and chapter one hundred and eighty-four of the laws of nineteen hundred and twenty-three, is hereby amended to read as follows:

Section 5. Subdivision four of section eight hundred and seventy-nine of the education law, as added by chapter seven hundred and eighty-six of the laws of nineteen hundred and seventeen, and amended by chapter two hundred and fifty-two of the laws of nineteen hundred and twenty-two, and chapter one hundred and eighty-four of the laws of nineteen hundred and twenty-three, is hereby amended to read as follows:

Section 6. Subdivision nine of section eight hundred and seventy-seven of the education law, as added by chapter seven hundred and eighty-six of the laws of nineteen hundred and seventeen, and amended by chapter two hundred and fifty-two of the laws of nineteen hundred and twenty-two, and chapter one hundred and eighty-four of the laws of nineteen hundred and twenty-three, is hereby amended to read as follows:

Section 7. When the real property of a school district is sold or disposed of, the proceeds of such sale shall be paid to the fund for the control and administration of the board of education in such district, and shall be used for the purposes of such board.

Section 8. The board of education of a school district shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 9. The board of education of a school district shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 10. The board of education of a school district shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 11. The board of education of a school district shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

Section 12. The board of education of a school district shall have the power and authority to sell, lease, mortgage, or otherwise dispose of real property for any of the purposes authorized by law and may do all and sundry acts and things which may be necessary or proper to carry out the purposes of this act.

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SPECIALIST
TO BE HIRED

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ADVISORY UNIT WORKING

Employment of Expert Will Complete Organization for Big Enterprise

By HIRAM MARKS

Employment of a city planning specialist of nation-wide reputation to counsel with the agencies that are undertaking the preparation of a city plan and a financial program to accompany it, is the next step in the procedure to bring about the actual formulation of the plan. City Manager Stephen B. Story expects in the next few weeks to announce the employment of a man who stands foremost in the field of city planning.

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Sentiment in Rochester is said to favor the preparation of a city plan and the formulation of a financial program that will make possible the execution of the improvements it embodies in a logical and orderly manner which will provide for the future needs of the city, with the least possible burden on the taxpayer. The driving force in the program, so far as the city administration is concerned, will be Harold W. Baker, commissioner of public works.

Commissioner Baker is freeing himself from many details of his department, to take on the more important responsibilities of coordinating the efforts of the city administration with those of the citizens who have accepted appointment in four groups which will work together in the preparation of the plan and the financial program.

Mr. Story said that all of the men fully appreciated the large responsibility and great volume of work that was before them, and he lauded their civic spirit and enthusiasm.

Group Personnel

The central unit of the voluntary agencies which are co-operating in the preparation of the plan is the City Planning Commission, made up of J. Foster Warner, chairman; Edward G. Miner, Howard C. Rupert, Frank Frey and John Fulreader. The next group is the Financial Program Committee, which has organized with George H. Clune, chairman; Edward A. Halbleib, Kendall B. Castle, Leroy E. Snyder and Raymond N. Ball. Next is the Zoning Advisory Committee of which A. A. Hopeman is chairman, and Frank Frey, Howard C. Rupert, Clarence A. Livingston and Charles H. Carpenter are members. The last group to be named is the Public Works Committee, of which Harry C. Stevenson and Frank H. Macy.

All of the men were appointed by Mr. Story, and they serve without compensation. He said that they bring to the municipal problems called in the preparation of the city plan a quality of counsel, business experience and judgment that could not be obtained for compensation and he added that the city is fortunate in having public spirited men of large affairs show such willingness to take on the additional responsibility for the public welfare.

While the citizen groups are organizing and outlining their plan of activity, a large amount of ground work is being done by Comptroller Clarence E. Higgins and Commissioner Baker. Mr. Higgins is preparing detailed information about the city's financial situation. Commissioner Baker is compiling technical information and a general plan of action. Edwin A. Fisher, former consulting city engineer, and other executives in the Department of Public Works, will co-operate in the work.

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Rochester & Genesee Valley Railroad Company, \$125,000.

CROUCHES BEAT DOUBT DISTRICT
CITY IN COURT BILL LEGAL

The city's practice of rejecting public improvement bids on clerical errors was dealt a Supreme Court blow today by Justice Willis K. Gillette, who gave a decision for Frank W. and J. J. Crouch in their fight for the contract for sewers and a pavement in Mt. Hope Avenue, between Crittenden Boulevard and the Barge Canal.

Justice Gillette, in a decision, held the city should disregard the second bid of Whitmore, Rauber & Vicinus, \$99,556.45, and award the contract to Crouch Brothers at \$98,305.50, the low bid.

MISTAKE IN BID

The Crouch bid was rejected because of a clerical error on excavating old asphalt in the highway. The bid read, "Removing and disposing of asphalt, forty square yards at 40 cents a yard, \$4."

The city contended the bid should have read "forty yards at 10 cents a yard," that the rate a yard was the unit price and the total did not count, and at 40 cents a yard the bid exceeded the engineering estimate by more than 20 per cent. Crouch Brothers contended their rate was intended to be 10 cents and "40 cents" was a clerical error.

The city has a rule that no item in a bid shall exceed by 20 per cent, the engineering estimate, which in this particular case was 10 cents a yard.

COURT'S RULING

Justice Gillette in his decision said the "interests of the city should be the determining factor, and in this case, I believe, it should waive the irregularities or clerical error involved here, where it so clearly appears that it is for the benefit of the city to do so."

City officials were considering appealing, but indications were they would not do so.

The important thing is to get the work started and the sewers dug before the Barge Canal season opens," City Manager Story said. "An appeal would tie up the project for a year."

MAKES OUTSIDERS PAY

This proposed bill would bring parts of Brighton, Greece and Gates into the school district, to assume the cost of educating children in Rochester schools, which they do not meet at present. This cost amounted to \$90,000 this year and is expected to reach \$500,000 within ten years.

Court's New Order
Delays Improving Of
Mount Hope Avenue

Contractors' Claim That Clerical Error Barred Their Low Bid Wins Injunction Restraining City From Letting Contract to Rival Firm.

By an order of Supreme Court Justice Willis K. Gillette, the city today was enjoined from letting the contract for the Mt. Hope Avenue improvement work to Whitmore, Rauber & Vicinus Company until determination of an action started by F. W. and J. J. Crouch to have their low bid, rejected because of a clerical error, recognized by officials.

Attorneys for the Crouch company obtained a restraining order Jan. 25, holding up proceedings temporarily, but day's order will stay all action until the matter is thrashed out in court.

The Crouch Company's bid, the least received by the city purchasing agent for the Mt. Hope Avenue job, was \$98,317, and the Whitmore, Rauber & Vicinus Company bid was \$99,906. The Crouch bid, however, was rejected on a technicality which the company claims is merely a clerical error.

The error claimed related to removal of asphalt. The Crouch bid called for 40 yards of asphalt removal at 40 cents a yard, but carried an extension of the cost as \$4.

The Crouch Company holds the extension of \$4 shows the intent of the firm to bid 10 cents a yard for the removal work.

In throwing out the bid as informal, the city declared contracts are awarded on the basis of the unit bid and could not follow any other procedure, and also that the error involved a bid on an item of more than 20 per cent of the engineer's estimate.

The section of Mt. Hope Avenue to be improved lies between Crittenden Boulevard and the Barge Canal.

The School District Bill

The City Council takes a reasonable action in its decision to study the proposed new school district law, which would give the Board of Education power to raise its own funds through a tax applied directly in the city and in certain sections of adjoining towns. Many serious legal questions are involved which must be settled before the bill is advanced through the Legislature.

One especially important point, in which all taxpayers have a vital interest, is whether the proposed school tax would be added to, or simply be included in, the present tax burden. The law would give the schools authority to raise nine-tenths of one per cent of the total assessed valuation for school purposes. At present the city, under state laws, may raise 2 per cent of the assessed valuation for all municipal purposes. Would the school tax be additional to this 2 per cent, or would it be included in it? Here is a point which needs an iron-clad legal interpretation to safeguard the interests of taxpayers.

In its essence, the bill aims to give the school board the power to look after its own finances, instead of being dependent on the general city funds. It aims to create a school district, consisting of the entire city and certain sections of the towns of Greece, Brighton and Gates which now receive the advantages of city-owned schools without paying taxes for them. These sections would be required to contribute to the general school tax.

The advantages of the plan are similar to those outlined by Superintendent of Schools Weet in his plea last week for the separation of school funds from general city funds, so the school board would know exactly each year how much it could count on for the year's expenditures. By the collection of a separate school tax, based upon the assessed valuation, this purpose would be served, for the school board could estimate at the beginning of the year the sum that would be available and could prepare its budget accordingly.

A number of other cities have adopted the school district plan and it appears to function satisfactorily. It offers a simplified way of financing the public school work and should eliminate the annual differences that arise between the school board and the city authorities under the present plan.

Street Parallels

Rochester's need of a through street parallel to Main Street admits of no argument. The whole argument, which has been waged with more or less heat for nearly twenty years, is on which side of Main Street the parallel shall be created and when it shall be done. The history of the parallel street agitation, with the difficulties which have appeared insurmountable, was reviewed clearly the other day by C. Stor Barrows in an article in this newspaper.

Mr. Barrows showed how imperative is the need for a parallel to Main Street, as an overflow for the steadily rising flood of traffic, as an incentive to business and as an inseparable part of any long-distance plan for the city. He reviewed the arguments set forth by proponents of both the north side and the south side parallels, and showed that at present the south side faction has gained a step through the Broad Street improvement, which forms a logical starting point for a continuous parallel street cutting through virtually the entire eastern half of the city.

It is a good thing to have this whole situation set before the people of the city again, even though, as Mr. Barrows says, it has been discussed from many angles in past years. The difficulties in the way are real and they are serious. The extension of Broad Street, because a beginning has been made and because it is bound up with the Civic Center idea, has the right of way at present and it should be pushed to conclusion.

That does not mean, however, that the north side parallel, utilizing Andrews Street as the backbone, is to be abandoned. A parallel on the north side is quite as important as one on the south; in fact the city cannot get along indefinitely without it. It is inevitable that a comprehensive city plan should include this improvement as one of the essentials to future Rochester.

The School District Bill

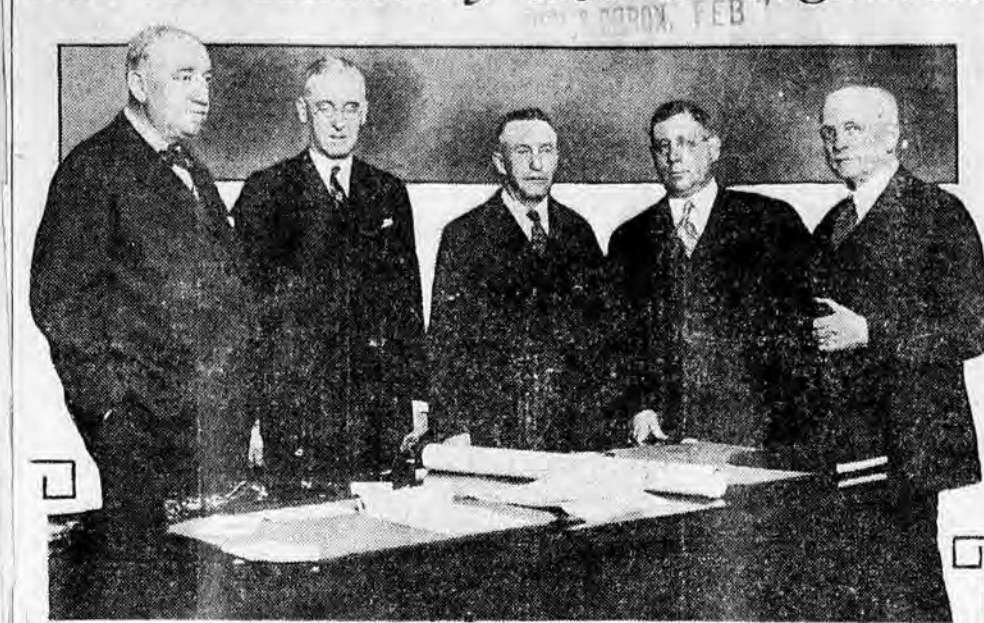
Unlike the bill which failed of passage four years ago, the new proposal for separating school finances from those of the general city departments embodies no increase in total debt limit or taxing power. It is proposed to make a division substantially on the basis of average appropriations and bond issues during recent years.

School expenses now consume over 40 per cent of the city's income. Administration of the schools is under the control of the Board of Education, whose members are elected directly by the people, but the budget for schools must be approved by the City Council.

Responsibility for school expenditures would be more definitely fixed if the separation of finances were made. The City Manager, who administers the general city departments, is responsible directly to the City Council, which also passes on the budget he submits. The Board of Education is an independent administrative body, but does not carry the final responsibility for the school budget.

The matter of bringing within the Rochester school district areas outside the city, which are now sending an increasing number of pupils to its schools without charge, is also of much importance and a strong additional reason for passage of the bill.

Harbor Advisory Board Organizes



Members of Harbor Advisory Board at first meeting yesterday in City Manager's office, from left, Moss Mosely, Henry Stevenson, Captain William J. Graham, Frank Macy, Libanus M. Todd.

The Harbor Advisory Board conducted its organization meeting yesterday afternoon in the offices of City Manager Stephen B. Story, and elected Harry C. Stevenson chairman. Other members of the board are Moss Mosely, Libanus M. Todd, Frank H. Macy, and Captain William J. Graham. Attending the meeting besides the members of the board were City Manager Story and Harold W. Baker, commissioner of public works.

Harbor possibilities were discussed in their wider phases, and suggestions for furthering the work of the board were outlined. Collection of data on lake shipments, and Rochester's relation to it, was discussed, and other general factors involved in the study that the board will undertake. The board will meet next Wednesday noon at the Chamber of Commerce.

City Attorney Will
Take Fight To State
Mayors' Conference

Once Under Provision of Proposed Non-Partisan Election Measure, a City Cannot Back Out, Corporation Counsel Says.

By ARTHUR H. CRAPSEY

Attack on Senator Hofstadter's bill amending the election law to provide for non-partisan municipal elections was made today by Corporation Counsel Platt, who termed the bill, now in the State Judiciary Committee, a "mousetrap measure, you can get in but you can't get out."

Enactment of the bill in its present form will be opposed by Mr. Platt, who declared "I shall invite the attention, through the State Conference of Mayors, of corporation counsel of other cities to get an opinion from them."

The title of the bill is "An Act to amend the election law, to provide for non-partisan municipal elections in cities," and is known as "a new article." It is permissive and not mandatory. In the first five pages is set forth a method whereby voters may avail themselves of a referendum as to whether the city shall have the non-partisan system outlined in the bill. The last half states the form of non-partisan election which the city shall have if the people vote for the bill in the referendum.

Application Of Article

Under the subtitle, "Application of this article," the bill reads: All city officers in a city which shall have adopted this article shall be nominated and elected as herein after provided; and all other provisions of the election law shall apply to the election of such officers so far as consistent with this article."

The last paragraph reads: "This article, when adopted by a city, supersedes all provisions in the charter thereof or in any special or local law relating to elections in the city."

Desirability Uncertain

"There are certain provisions which differ from the non-partisan election provisions of the present local law. I am not, however, expressing an opinion as to whether the provisions of the bill are more or less desirable than provisions of the local election law."

"There are other questions bearing on Home Rule powers of cities. It seems the present home rule powers, in the event of a city's coming in under the bill, would be curtailed."

On the other hand, Mr. Platt pointed out, should there be a way in which a council or aldermen may enact a law which would supersede the proposed amendment, the question arises as to why such an elaborate method should be set up to allow people to vote for a non-partisan election system, and not an equally elaborate method provided whereby people could adopt a partisan election system.

PLAN ADOPTION
VITAL TO CITY,
SULLIVAN SAYS

Relief for Unemployed One Inducement to Build Up Downtown, He Thinks

Early adoption of a city plan, and speed in starting work on some portion of the needed improvements after the plan has been adopted was urged by H. H. Sullivan, president of the Business District Improvement Association in an address yesterday noon at a joint meeting of the Lions Club and the Rochester Engineering Society.

In urging the speedy adoption of a city plan to improve Rochester's commercial district, Mr. Sullivan stated that he believed it inadvisable to make major improvements without relation to a master plan. The Improvement Association is not working for the extension of Broad Street alone, but to assist development of downtown Rochester, and is just as anxious to see the widening of Andrews Street, work done on Mortimer Street and other sections north of Main Street as it is points south of Main Street, the speaker said.

Early undertaking of improvement work will relieve unemployment, and the city would save money by investing it in improvements. Large construction projects serve to provide work for many men, and in the last analysis are no more costly than so-called charitable work and give the city something in return for the money spent, he declared.

"At the bottom of all this is the knowledge that in cities other than Rochester the business districts have moved entirely from their old location due to inaccessibility because of too narrow streets. Automobile traffic has rendered streets that once were adequate unsatisfactory for present-day traffic."

"It is just as necessary to increase our street area for the accommodation of this traffic as it is for a man to get a larger house as his family grows."

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It is a good thing to have this whole situation set before the people of the city again, even though, as Mr. Barrows says, it has been discussed from many angles in past years. The difficulties in the way are real and they are serious. The extension of Broad Street, because a beginning has been made and because it is bound up with the Civic Center idea, has the right of way at present and it should be pushed to conclusion.

That does not mean, however, that the north side parallel, utilizing Andrews Street as the backbone, is to be abandoned. A parallel on the north side is quite as important as one on the south; in fact the city cannot get along indefinitely without it. It is inevitable that a comprehensive city plan should include this improvement as one of the essentials to future Rochester.

THE SCHOOL DISTRICT BILL

The School District Bill

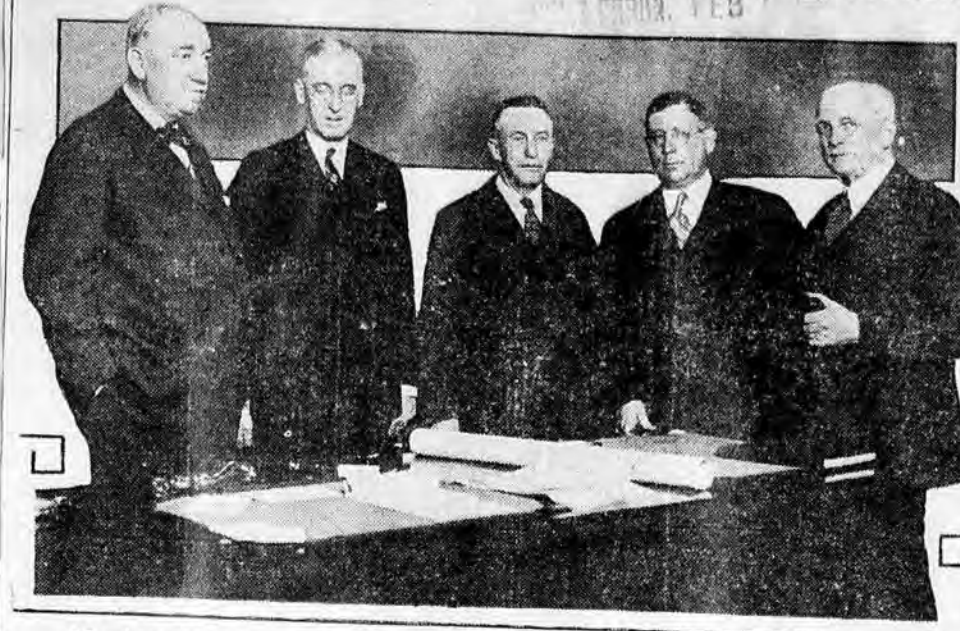
Unlike the bill which failed of passage four years ago, the new proposal for separating school finances from those of the general city departments embodies no increase in total debt limit or taxing power. It is proposed to make a division substantially on the basis of average appropriations and bond issues during recent years.

School expenses now consume over 40 per cent. of the city's income. Administration of the schools is under the control of the Board of Education, whose members are elected directly by the people, but the budget for schools must be approved by the City Council.

Responsibility for school expenditures would be more definitely fixed if the separation of finances were made. The City Manager, who administers the general city departments, is responsible directly to the City Council, which also passes on the budget he submits. The Board of Education is an independent administrative body, but does not carry the final responsibility for the school budget.

The matter of bringing within the Rochester school district areas outside the city, which are now sending an increasing number of pupils to its schools without charge, is also of much importance and a strong additional reason for passage of the bill.

Harbor Advisory Board Organizes



Members of Harbor Advisory Board at first meeting yesterday in City Manager's office, from left, Moss Mosely, Henry Stevenson, Captain William J. Graham, Frank Macy, Libanus M. Todd.

The Harbor Advisory Board conducted its organization meeting yesterday afternoon in the office of City Manager Stephen B. Story, and elected Harry C. Stevenson chairman. Other members of the board are Moss Mosely, Libanus M. Todd, Frank H. Macy, and Captain William J. Graham. Attending the meeting besides the members of the board were City Manager Story and Harold W. Baker, commissioner of public works.

The Harbor possibilities were discussed in their wider phases, and suggestions for furthering the work of the board were outlined. Collection of data on lake shipments, and Rochester's relation to it, was discussed, and other general factors involved in the study that the board will undertake. The board will meet next Wednesday noon at the Chamber of Commerce.

City Attorney Will Take Fight To State Mayors' C

Once Under Provisional
Partisan Election
Cannot Back
tion Council

By ARTHUR I
Attack on Senator Hefst
tion law to provide for non-par

PLAN ADOPTION VITAL TO CITY, SULLIVAN SAYS

Relief for Unemployed One
Inducement to Build Up
Downtown, He Thinks

Early adoption of a city plan, and speed in starting work on some portion of the needed improvements after the plan has been adopted was urged by H. H. Sullivan, president of the Business District Improvement Association in an address yesterday noon at a joint meeting of the Lions Club and the Rochester Engineering Society.

In urging the speedy adoption of a city plan to improve Rochester's commercial district, Mr. Sullivan stated that he believed it inadvisable to make major improvements without relation to a major plan. The Improvement Association is not working for the extension of Broad Street alone, but to assist development of downtown Rochester, and is just as anxious to see the widening of Andrews Street, work done on Mortimer Street and other sections south of Main Street as it is points south of Main Street, the speaker said.

Early undertaking of improvement work will relieve unemployment, and the city would save money by investing it in improvements. Large construction projects serve to provide work for many men, and in the last analysis are no more costly than so-called charitable work and give the city something in return for the money spent, he declared.

"At the bottom of all this is the knowledge that in cities other than Rochester the business districts have moved entirely from their old location due to inaccessibility because of too narrow streets. Automobile traffic has rendered streets that once were adequate unsatisfactory for present-day traffic.

"It is just as necessary to increase our street area for the accommodation of this traffic as it is for a man to get a larger house as his family grows."

As far as Rochester is concerned, the City Council has power to amend the local election law, should the people wish to change this system they can elect councilmen pledged to vote for a change, cl-cmingsamep

Goes to Fisher for Counsel

City Planning Chief Will Gain by Closer Association with Engineer.

Removal of the office of Public Works Commissioner Baker, in charge of city planning, so that he may be close to Edwin A. Fisher, consulting engineer emeritus of Rochester, is not only a gracious acknowledgment of the wisdom of the pioneer city planner, but a manifestation of his OWN.

For Mr. Fisher, now eighty-two, knows more about city planning in Rochester than any other living man. And to absorb that knowledge and make it available for use in later years will be to accomplish much toward that enterprise.

Some day the whole city may recognize properly the work of its pioneer planner.

Not only in great engineering projects he carried forward to a successful conclusion, but in plans for the future that he has already far advanced. Those plans will be invaluable for the work that is ahead.

It is characteristic of Mr. Fisher that when the law compelled him to retire at seventy-nine, he said:

"The law can't prevent me from donating my services, so my desk will go undisturbed into the new year."

And for three years he has been at his desk daily, working without remuneration, compensated only in doing work that he loves and for a city to which he is devoted.

Starting on a City Plan

According to the statement of Comptroller Higgins, the net bond, note and contract indebtedness of the city of Rochester on December 31 last was \$42,840,426.62, leaving an available margin of \$15,325,505.43 under the constitutional limit. This, of course, is exclusive of the item of \$10,000,000 for local improvement bonds.

With \$15,000,000 now available, and with various important projects, like the extension of Broad Street and the construction of bridges over the river, being urged for consideration, the need of a city plan becomes more apparent as the starting point of these major projects.

It is good news, therefore, that City Manager Story is going to employ an expert in city planning to act as adviser to the agencies responsible for preparing a city

plan and a financial program to accompany it. This is the most important piece of work confronting the city administration. Future progress of the city depends in considerable measure on this development not only, but also on starting operations at an early date.

CROUCHES WILL GET CONTRACT FOR PAVEMENT

Award Will Be Made Tomorrow in Accordance With

GLEASON FIRM WILL REMODEL CITY HOSPITAL

Municipal Employees Will Make Room for 30 More Beds for Patients

Remodeling of the Municipal Hospital in Crittenden Boulevard is provided in bids that were opened yesterday by the city. Quarters that were formerly assigned to employees, City Manager Story explained, will be used for patients and the employees allowed \$25 to pay for sleeping accommodations. The space will provide thirty additional beds that are needed. The low bid for the remodeling was submitted by Fred Gleason Company, Inc., at \$20,200 and the contract will be awarded today.

Harold W. Eker, commissioner of public works, announced yesterday that the contract for the sewer and pavement in Mount Hope Avenue will be awarded to Frank W. and J. J. Crouch Company. This is in accordance with a decision by Supreme Court Justice Gillette. A suit developed from the awarding of the contract to another concern because of a technical mistake in the bids. The court held that the mistake was not sufficient to effect the award of the bid. Commissioner Baker said that steps will be taken to prevent the recurrence of mistakes in computations by contractors.

EXPERTS DISAGREE WHETHER SCHOOL BILL WILL RAISE OR APPORTION CITY TAX

Professor McBain's Opinion

Following are the questions about the proposed School District bill put to Professor McBain by the Democrat and Chronicle (in blackface) and Professor McBain's replies (in lightface):

Question. Is the Legislature's power to designate a specific proportion of the city's allowable tax levy for schools established?

Answer. In my judgment there is no doubt of the power of the Legislature to designate a specific proportion of the city's allowable tax levy for schools though so far as I know the point has never been judicially passed upon. The Legislature had fixed a specific percentage for New York City but the percentage required is so low as to have been practically unimportant for many years. The power was never questioned.

QUESTION. If the proposed school district does not coincide with the city limits how will the school tax be levied in portions outside the city?

Answer. The school tax both in and outside the city limits will be levied and collected by the Board of Education. The treasurer of the district, who is also city treasurer, is required to copy these parts of the town tax rolls which contain assessments upon property within the district. The assessments will be the basis of the tax levied in portions of the district lying outside the city.

QUESTIONS. If such district has independent taxing powers what does the bill propose for preventing the city from using the taxing power it now requires for schools for other municipal purposes?

What is your reply to the statement by Corporation Counsel Platt that under the bill as proposed the city could raise the whole 2 per cent. for purposes other than schools and the schools be left without funds?

Answers. As matters stand today there is nothing to prevent the city from starving the schools. The proposed bill authorizes the School Board to tax up to nine-tenths of 1 per cent. If the Board taxes to this limit it is my judgment that the city could not impose a tax of more than one and one-tenth per cent. If, however, the Board does not tax to the limit in any year the city could not doubt use the difference. Probably in practice, however, the Board would work under the nine-tenths-of-one-per-cent. limit and the city under the one-and-one-tenth-per-cent. limit.

In view of the Court of Appeals decision in the Van Zandt case in 1923, I have no doubt whatever that the Court would hold education to be a city purpose within the meaning of the 2 per cent. constitutional restriction even though control be vested in an independent school district slightly larger in area than the city. The Court would not permit the restriction to be defeated by the flimsy device of non-coterminous boundaries and the same would apply to the 10-per-cent. constitutional debt limit.

Corporation Counsel Platt's Opinion

Following is the opinion of Corporation Counsel Clarence M. Platt:

I do not see how the city is limited in the amount to which it can become indebted or in the amount of tax it can raise except by the familiar provisions of the constitution. I do not think the city of Rochester could be limited by statute except one adopted under the emergency provisions of the constitution. Then it would take an emergency act to change that. A local law limiting the city could be as easily repealed as passed.

"I do not see anything in the words of the proposed school act to prevent the city from raising its two per cent. tax and the Board of Education from raising an additional nine-tenths of one per cent. tax. There is no constitutional limitation as to the tax and debt limit on the school district. If the school district is non-coterminous and sufficiently wide a court might hold that the school district tax and debt limit was not connected with the city tax and debt limit.

"We must not forget that in the case of the Board of Education against Van Zandt the court held that expenditures for education were expenditures for a city purpose. So a court might hold that the combined tax of the city and school district were for city purposes and the constitutional limits applied."

Vice-mayor Adler's Opinion

Following are the views of Isaac Adler, vice-mayor, former member and counsel of the Board of Education:

My opinion of the bill is that the city would not be limited in the taxes it can raise under the constitutional provision by the creation of a school district that was not coterminous with the city. The question I believe if submitted to the courts would turn on whether the creation of the school district was a subterfuge to evade the constitutional restriction on taxation for city purposes. Of course the creation of the school district is not a subterfuge and in my opinion the Board of Education could raise by taxation in the district nine-tenths of one per cent. of the assessed value of the property, as provided by the bill without affecting the right of the city to raise an additional two per cent.

I went into the question at length six years ago in the suit brought by the Board of Education against the City of Rochester, and at that time there was an adverse decision by the Court, which ruled that money expended for schools was for city purposes under the provisions of the constitution. I felt at that time however, that we would have had a much stronger case if the school district of Rochester as it then existed had not been coterminous with the city. The establishment of a district, as provided in the bill under discussion, that does not have the same boundaries as the city presents, in my opinion, a different situation and as the city and school district can not be regarded as identical I am strongly inclined to the opinion that the Legislature can empower the Board of Education to collect the school tax without in any way limiting the city's taxing power.

Adler and Platt See School Tax Added to Present City Tax

M'BAIN EXPECTS COURT TO FORBID

Doesn't Believe School Levy Could Escape 2 Per Cent. Limit

Salient points in the Rochester school district bill which lend themselves to controversial opinion have been raised by the Democrat and Chronicle in an effort to clarify discussion relating to the legislation and the co-operation of Professor Howard McBain, Ruggles professor of constitutional law at Columbia University, Vice-Mayor Isaac Adler, chairman of the Law Corporation of the City Council, and Corporation Counsel Clarence M. Platt was obtained in an expression of opinion. Four important questions that present themselves in the bill as studied by the Democrat and Chronicle were propounded to Professor McBain. Mr. Adler and Mr. Platt were asked their views on important questions on which they were understood to hold opinions differing from Professor McBain's.

The principal question concerns the point whether the city is restricted into its taxing power by the establishment of a school district that is not coterminous with its boundaries; that is, whether, under the School District bill as proposed, the city will be limited to 11 per cent. of the assessed valuation of property and the Board of Education to the balance, nine-tenths of 1 per cent., or whether if the school district is established the city could raise its whole 2 per cent. and the Board of Education nine-tenths of 1 per cent., making a total tax of 2.9 per cent. of the assessed valuation, or 45 per cent. more than the 2 per cent. tax now collected for both city and school purposes.

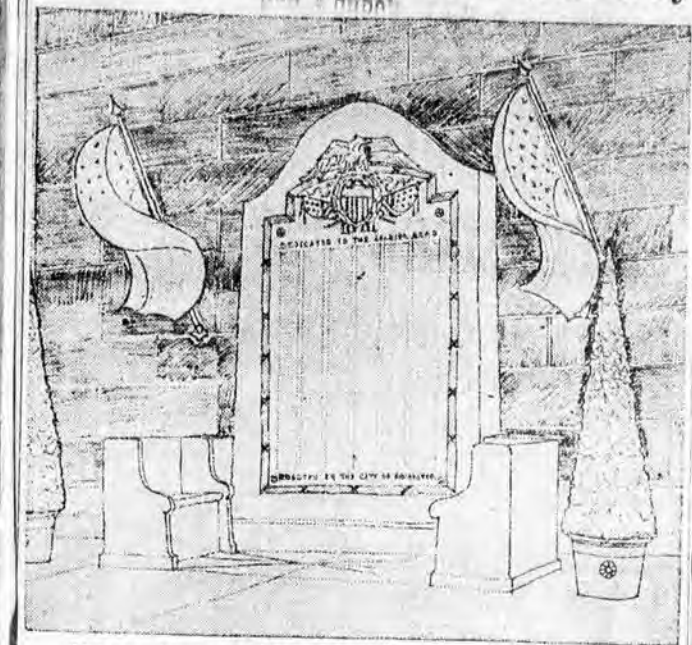
Professor McBain believes that the city and school district together would be limited to the constitutional restriction of 2 per cent. Vice-Mayor Adler and Mr. Platt take the position that the establishment of taxing power of the Board of Education of nine-tenths of 1 per cent. would have no bearing on the city's taxing power for general city purposes.

Ernest Cole, counsel for the State Department of Education, who is in Rochester, said that he would not venture an opinion on such an intricate question until he had more time to study the bill, but he added that there are likely to be many opinions on such a proposition until one is written by the courts.

Professor McBain was consulted by the Bureau of Municipal Research and the School Board in framing the bill, and his replies to the questions raised by the Democrat and Chronicle were given with the consent of the Bureau and the school authorities. The bill has been introduced in the Legislature and is being closely studied by the Law Committee of the City Council, and interested citizens.

ICE CARNIVAL FOR TOMORROW

Memorial to World War Dead To Be Unveiled Memorial Day



Sketch of proposed World War memorial to be erected on Broad Street side of City Hall.

Plans Approved by American Legion Committee Are for Granite Tablet Ten Feet High To Carry Bronze Plaque Containing Names

Dedication services for the memorial which Monroe County will erect to its World War dead are set for Memorial Day. Plans are approved by the Monroe County American Legion Memorial Committee, and bids will be opened soon for the memorial, which has been planned by the committee in conjunction with City Manager Stephen B. Story.

Plans have been drawn by Frank Frey, Rochester architect, and member of both the city planning and zoning advisory boards. Mr. Frey is a member of the American Legion memorial committee, and other members are George G. Miller, chairman; Charles McNamara and Louis Kastner.

The memorial will be ten feet in height. At its side will be two granite benches and stone floral vases, containing formal pyramid evergreen trees. Applied to the granite tablet will be a large bronze plaque containing the names of 625 service men and women of Monroe County who gave their lives in the World War.

The tablet will be erected on the Broad Street side of the City Hall, and will occupy a space on the sidewalk of 12 feet. It will be flood lighted at night. The city will move the entire memorial to the new building that is to be dedicated to the city's military dead when the Civic Center is constructed.

STREET NAME CHANGE MAY BE OPPOSED

Frank One of Historic Designations City—Made Plymouth Avenue by Measure of Council.

A repercussion seemed likely today on the Common Council's action wiping out the old name of Frank Street, given to perpetuate the memory of one of the founders of the city.

As ordained by the councilmen this week, Frank Street passes into history and becomes Plymouth Avenue North.

Frank Street was one of the oldest names in this city. It goes back to 1812, when Francis and Matthew Brown and Charles Harford bought a large tract of land just north of the 200-acre tract owned by Rochester, Carroll and Fitchburg, and laid out a village as surveyed by Benjamin Wright, the pioneer engineer of the Erie Canal. This tract became the village of Frankfort, and the road that ran northward across the entire tract, parallel to State Street, was named "Frank" in honor of Francis Brown who became a member of the first board of trustees in 1817.

The ordinance changing the name of Frank Street failed to draw public attention while pending.

"I do not think the Common Council, which voted unanimously for the change in the name of Frank Street, had been advised of the historic importance of this name in our city's history," said Robert D. Burns, secretary of the Society for the Preservation and Restoration of Historic Names in Rochester and Vicinity, to The Times-Union today.

"Once the story of the naming of Frank Street is understood in the Common Council, I am sure that body will be favorably disposed to consider the restoration of the ancient name."

"There is nothing gained in extending the name of Plymouth. This name superseded that of Sophia, which was given by Colonel Rochester to the highway he laid out between old Buffalo Street, now Main Street West, and Town Street. He gave this name in honor of his wife. Plymouth Avenue was so called from the old Plymouth Church, which in later years had become the Plymouth Spiritualist Church."

"Brown Street, which still perpetuates the name of the family, was not originated by the Browns. The present Brown Street as it appears on the Browns' map of the village made by Wright, the engineer and surveyor, was Court Street."

"If group action by Rochesterians interested in preserving street names which have a meaning, is thought necessary, I am sure the several organizations devoted to historic matters here will gladly co-operate in presenting their case to the Common Council."

STORY WANTS DRY LAW FOR LOCAL NEEDS

Regrets Speak-Easy Powers Are "Circumscribed"—Whalen "Fails"

HE TELLS CLERGY

Manager's Speech Drive Continues — Looks for Big 1929

The past week in Rochester politics featured a continuation of the City Manager's speaking tour around various Rochester religious and social organizations. He appeared at a luncheon of the Presbyterian Congregational and Reformed Ministers' Association last Monday, which affair was held at the North Presbyterian Parsonage.

City Manager Story told the luncheon that his police department had been most efficient and continued his political speech, and as other addresses, that the city was on the verge of extraordinary accomplishments. He was reported in the Rochester Times-Union in part as follows:

"Every effort is being made by the city government to clean up the side or potential crime breeding points. The law gives us clear powers to act upon matters relating to gambling or immorality but we are circumscribed in our powers in relation to speakeasies."

"What is needed is a re-enactment of the Mullan-Gage Act, or the enactment of some similar legislation, to clothe us with powers of enforcement."

"Commissioner Whalen's widely advertised campaign in New York City did not produce the desired results because it was strong arm stuff and the arrests could not be made in stick of the number arrested less than ten per cent were finally held."

"No disparagement is meant in this remark—it is just a statement of conditions. Much good resulted from the publicity resulting from the Whalen raids."

"We have had no fireworks or ballyhoo about what has been done locally. The police have worked quietly and effectively and Rochester has succeeded in keeping herself off the list of crime centers."

"In general the 1928 record of the city government cannot be said to be spectacular. We did not start out with that point of view. The big job was to improve the financial condition of the city and even our most ardent antagonists must admit that we are better off financially than we have been in years. For we will pay off, as a result of 1928 operations, about \$900,000 of our current expense debt."

"We have had to install business practices and tighten up a loose administrative machine."

"Many things are on the way and 1929 should see some of them brought to realization."

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QUESTION. If the proposed school district does not coincide with the city limits how will the school tax be levied in portions outside the city?

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Ernest Cole, counsel for the State Department of Education, who is in Rochester, said that he would not venture an opinion on such an intricate question until he had more time to study the bill, but he added that there are likely to be many opinions on such a proposition until one is written by the courts.

Professor McBain was consulted by the Bureau of Municipal Research and the School Board in framing the bill, and his replies to the questions raised by the Democrat and Chronicle were given with the consent of the Bureau and the school authorities. The bill has been introduced in the Legislature and is being closely studied by the Law Committee of the City Council, and interested citizens.

"I do not believe that the bill in its present form will result in any more substantial justice being secured than at the present time, considering both the defendants in an action and those who may have to pay the increased cost. I appreciate that opinions may differ, so I shall be glad to be guided by your opinion."

NEW PAVING ORDERED IN BOULEVARD

Lake Avenue Job from Beach to Stutson Authorized by City Council

FIGHT ON BILL PLANNED

Defendants Should Pay Own Experts in Condemnation Cases, View of Platt

Business transacted last evening by the City Council included the following matters:

Received ordinance for concrete pavement in Lake Avenue Boulevard from Stutson Street to Beach Avenue.

Authorized Corporation Counsel Platt to appear before Legislative Committee in Albany to oppose a bill permitting allowances to defendants for expert testimony in condemnation actions.

Received ordinances authorizing the renewal of \$1,465,000 in municipal notes.

Authorized a renewal of the lease on City Hall annex for two years at \$25,000 annually.

Received estimates on five local improvement ordinances on which hearings were conducted and which provide for an aggregate expenditure of \$250,400.

Adopted ordinance requesting modification of Boxart Street crossing order by the Public Service Commission to provide for grade crossing elimination in that street.

Fear For Taxpayers. Because of the possibility of adding largely to taxpayers' burdens the City Council last evening unanimously adopted a resolution directing Corporation Counsel Clarence M. Platt to appear before a Legislative Committee today in Albany in opposition to an act amending the condemnation law which would permit allowances to defendants for expert testimony.

At the request of Vice-Mayor Isaac Adler, who presided in the absence of Mayor Joseph C. Wilson, Mr. Platt amplified a statement regarding the legislation which was read by City Manager Stephen B. Story. He said that the authorization of allowances for expert testimony to unwilling grantors of land to the city might result in the supplementing of costs by thousands of dollars for compensation for experts should a proceeding involving real estate of substantial value be undertaken.

When the resolution directing Corporation Counsel Platt to oppose the bill was introduced by Councilman Chester A. Peake, assurances were sought by Councilman Harry C. Goodwin that the measure would not put the corporation counsel in the position of acting as a lobbyist. He was informed by Mr. Platt that this was not his interpretation of the resolution and Councilman Goodwin voted with the others in the unanimous approval of the resolution.

In his statement to the Council, Mr. Platt asserted that the bill provides that "the court may also include in the defendant's bill of costs the amount of the fair and reasonable compensation paid to expert witnesses for testimony given in support of a street widening or other public work. In the ordinary civil action at the present time the expense of expert testimony is not taxable as a disbursement in an action. The court is permitted at the present time under the condemnation law to make an additional allowance of costs, presumably covering the unusual difficulty of trial in such cases.

"I do not believe that the bill in its present form will result in any more substantial justice being secured than at the present time, considering both the defendants in an action and those who may have to pay the increased cost. I appreciate that opinions may differ, so I shall be glad to be guided by your opinion."

The Eastman Theater was granted permission to erect 11 signs. A local improvement ordinance providing for an asphalt pavement in Otisville Street was introduced by Councilman Flynn for Councilman Duran.

Boulevard Paving Ordered
The city council last evening authorized a concrete pavement in Lake Avenue Boulevard from Stutson Street to Beach Avenue. The project was introduced by Councilman Nelson A. Milne, chairman of the Local Improvement Committee. A storm water sewer is also included. An estimate on the improvement will be furnished by Harold W. Baker, commissioner of public works, in time to permit further action on the measure in fourteen days.

The pavement will be 40 feet wide, and the city-at-large will pay for 14 feet of it. The work will be speeded up so that it will be completed it is expected by July 1, in time for the Summer traffic to Ontario Beach Park. Work has been started on the section from Winchester Avenue to the Buffalo, Rochester & Pittsburgh Railway, leaving a stretch of about 10,900 feet unpaved after the proposed improvements are completed.

Following the receipt of a communication from Comptroller Clarence E. Higgins requesting permission to renew city notes aggregating \$1,465,000, ordinances providing for such action were introduced by Councilman Edward P. Flynn and referred by Vice-Mayor Adler to the Finance Committee. The notes to be renewed are as follows: overdue tax, 1927, \$175,000; overdue tax, 1928, \$1,100,000; Winton Road subway, \$40,000; Elmwood Avenue subway, \$40,000; municipal land purchase, \$75,000; transit subway construction, \$25,000; municipal building construction, \$10,000.

Norton Street Hearing Continued

The Council authorized a renewal of a lease between the city and George Eastman for the rental of the City Hall annex at \$25,000 a year for two years starting Dec. 28, 1928. The city agrees under the provisions of the lease, which was incorporated in the ordinance, to carry fire insurance in the sum of \$300,000 on the property.

Public hearings were held on five local improvement ordinances for which Corporation Counsel Clarence M. Platt, through City Manager Story, submitted estimates of cost aggregating \$250,400. They are as follows: Norton Street asphalt pavement, \$40,000; Netherton Road asphalt pavement, \$10,300; Raleigh Street asphalt pavement, \$40,000; Netherton Road asphalt pavement, \$25,000; University district storm-water sewer, \$63,100. Gilbert Costich appeared in opposition to the Norton Street improvement and was informed that no action would be taken and that a second hearing would be conducted next Monday evening. He was instructed to get into communication with Councilman William S. Duran who sponsored the ordinance. Mr. Duran was absent last evening.

After favorable report by the Public Works and Engineering Committee read by Councilman Flynn, the Council adopted a resolution requesting the Public Service Commission to amend its city order on the Boxart Street street crossing elimination. The city desires to have a wider approach, and the furtherance of the work, Spring is sought by Councilman Baker.

The Law Committee today approved the Finance Committee's recommendation of a resolution amending the bond of the Bank of Rochester branch of the Union Trust Company at \$500,000 as a depository of the city's funds. The local law was adopted permitting the payment of a probation officer in City Court, criminal branch. The appointment is made with the approval of the judges.

Another local law adopted validated the bond lessors who were made by the city and cleared up technical points that were deemed advisable by the Law Committee made up of Vice-Mayor Adler, Councilmen Flynn and Goodwin.

Another permits compensation of city employees hired to work with the City Planning Commission. Mr. Platt explained in answer to an inquiry by Councilman Goodwin that the local law was permissive in its scope and that the Council is empowered to adopt ordinances under it if desired. It is a step farther, it is pointed out, in the projection of plans for preparation of a city plan.

The Eastman Theater was granted permission to erect 11 signs. A local improvement ordinance providing for an asphalt pavement in Otisville Street was introduced by Councilman Flynn for Councilman Duran.

Lake Lands in Unity Public Improvements Should Have Co-operation of Entire Section.

Whatever is designed by the Lake Ontario Improvement Association to increase the material prosperity, attractiveness and convenience of the lake counties will benefit Rochester.

Great public improvements made in Rochester, which add to its wealth and population, will increase the values and advantages of property in the country surrounding the city.

Therefore, important plans made by the one should harmonize with those of the other, and be carried out with the co-operation of all. For what is done in this region concerns and interests all.

Activities already listed in the program announced at the association meeting at the Sagamore are not only comprehensive, but they promise the solution of many of the problems of this section.

What other communities can do and have done in making them better places in which to live, and more valuable, can be done in the lake region. Nature has been very generous here.

But there should be no conflict in planning or in efforts where the interest of the city and country are the same.

Sanding the Streets

Icy pavements, in these days of the ever present automobile, can no longer be ignored as unavoidable accompaniments of midwinter weather. Motorists have a right to look to the city authorities to mitigate the dangers as far as possible, and the confidence in Rochester this year has been well placed, on the whole. Ashes and dirt, placed at crucial spots, have saved many an automobile from decorating the nearest lamp post.

A winter of comparatively little snow in this latitude is almost sure to be a winter of slippery pavements, to which the automobile itself, with its constant friction of tires, contributes in no small degree. Cars are almost as plentiful in the Winter as in the Summer, yet the dangers are immeasurably increased under such conditions as this city has experienced of late, with a thin cum of ice covering the roadways. Under such circumstances, co-operation by the city in sprinkling ashes or dirt, especially at light signals, where quick stops are often imperative, is expected as a matter of course.

It should hardly be necessary for motorists to ask for this protection. The city should be prepared to meet the emergency whenever conditions demand it. Public safety is bound up in the matter, and care of the streets when snow or ice makes them dangerous should be now just as much a routine business as the collection of ashes or the control of a water supply.

LYNN AGAINST NEW NAME FOR FRANK STREET

Apart From Present Mix-up, He Says, Change Should Increase Difficulties in Tracing Titles.

In connection with the change of the name of Frank Street named after one of the pioneer settlers in Rochester, to Plymouth Avenue, based on recent action of the Common Council, Judge John D. Lynn, former United States Marshal, today made the following comment:

"This really is an innovation compared with what we usually do in Rochester. The Rochester idea always has been when a street becomes disreputable or undesirable, instead of cleaning it up, we change its name. Such action on the part of the council, we are always prepared for."

"Frank Street was a thoroughly respectable street. The name given it was important at the time it was given, and has remained historically important to the city more than 115 years ago."

Innovations. A little town like New York can keep the name of names for its streets for a couple of centuries, but then you know New York has other things of importance.

Flap Your Wings, Rochester!

Rochester has an airport. Rochester has also a mail and passenger service. Some of these things have been achieved in the face of official reluctance and indisposition to further the cause of aviation. The services, however, are in being now and if our business firms are genuinely anxious to further the commercial interests of the city these services will be used. It will be an interesting test of Rochester officially and commercially—to watch its reaction to aviation. As the matter stands now, this department is informed by representatives of the airways corporation operating through here, Rochester is distinctly backward in "air-mindedness." Our mail sacks are way below the average for a city of this size, few of our business men to whom rapid transportation is of importance are patronizing the planes, and the press of Rochester has not yet undertaken the highly important job of informing the public just how important aviation is to the city.

Ten years from now the cities that have been lax in the matter of promoting public interest in flying will be distinctly behind the procession. Municipal foresight in this respect is most important. Some months ago this page urged that a course in practical aviation for the benefit of the boys of Rochester be established at the University of Rochester, which institution was so urgent some several years ago in its appeal for public support. So far as is known this most vital and most useful course has not even been under consideration by University authorities. That our boys be taught how to fly should be a vastly bigger concern of the University of Rochester than that they should have an intimate knowledge of the morphology of cryptograms or Sanskrit. It is a most reprehensible shame that a city of a third of a million people, in the most enterprising country on earth, has no educational facilities for the benefit of young men and young women who wish to learn about flying. And the blame may be squarely pinned on the several Rochester agencies which are designed to foster and further whatever is forward-looking and progressive. This plea is here repeated to the University of Rochester with the most sincere earnestness. Please give Rochester a course in practical aviation, and please don't mix it up with graduate school work or theoretical engineering or calculus or anything else that will keep commonly educated youngsters from the benefits of the course. Remember that Lindbergh "busted out" of college.

As to the business interests of Rochester, every one of them should make it a matter of conscience and duty to use planes wherever it is practically feasible, both for mail and for passenger service. The firm that neglects to make use of air-mail, neglects to further a matter of the greatest commercial importance. Buy a few of the excellently edited aviation magazines, and leave them around in the employees' rest rooms or lunch rooms! Spread the gospel of the air, if you really believe in it. Don't just wait for it to come.

One of Rochester's most distinguished industries has seen the light, the Cunningham automobile interests. Part of their plant has been turned over to the manufacture of high grade planes, and they hope to keep the tradition of excellence in the air that the name Cunningham has founded upon American highways.

For Heaven's sake, Rochester, dig in and help!

TOWNS TO BE HEARD ON BILL FOR NEW SCHOOL DISTRICT

Titles were turning today for the School District bill, so far as it would affect Brighton, Gates and Greece, the three towns which now use the city schools free of charge at an estimated yearly expense of \$90,000 to the city.

This opposition was so insistent that Isaac Adler, acting mayor and chairman of the Law Committee of the Common Council, called a hearing on the bill for Monday night, after the regular council meeting.

"We are empowered, as the Law Committee, to ascertain sentiment and other details," said Mr. Adler, "and to do so, we shall hold a hearing largely to hear the residents of Brighton, Greece and Gates who would be affected by the bill, and who have asked that they be heard before the city takes any action which might view an endorsement of the district measure."

The main opposition of the towns lies in the prospect of giving up territory to a city district, with no possibility of the towns getting any representation on the Board of Education which would rule the schools of the district.

He parts of the towns to be annexed would pay for educating up to now have free, but they could use the money for members of the Board of Education. At least, there is no provision in the bill to give the towns voting power in the election of city school commissioners.

Twaddle

If Mr. Stephen E. Story's indirect quotations in the Democrat and Chronicle of February 4th respecting the alleged effect of the Chicago drainage canal on "Port Rochester", are indications of the expertness with which the city is approaching the harbor problem Rochester has little to anticipate from anything he may devise. Mr. Story's declarations were headed "Port Plans Said Hurt by Water Loss." Now, if Mr. Story were to take a small teaspoon and rush back and forth from the river mouth to a south-bound tank car, and keep filling tank cars with his teaspoon for the rest of his life he would influence navigation in Lake Ontario about as much as the Chicago drainage canal influences it.

If the city manager will dig down in the Rochester municipal archives for 1926 or 1927 he will find a blue print, prepared by the Department of Engineering, showing the monthly mean water levels from 1860 to the date of the map, which blue print shows that the data was taken from the official records of the U. S. Lake Survey. The Chicago drainage canal was completely opened in 1900, and Mr. Story will see from the chart that from 1900 to 1925, the last observation year on the chart, the level of Lake Ontario reached almost its highest point in 1908. AFTER the drainage canal was in operation. And he will see that since the canal went into operation the lake level has never been so low as it was in 1895, BEFORE the drainage canal went into operation. And if he is observant he will perceive that the levels of Ontario change in wide but apparently steadily recurrent cycles, and that the charted rise and drop of the levels have gone severely on their way without the slightest evidence of effect from the Chicago drainage canal.

This rushing into print on the part of the city council's executive employe, on matters which he apparently knows nothing whatever about, is not only stupid, but may work positive damage if the city at large is foolish enough to depend upon the accuracy of Mr. Story's observations.

GREECE LISTS MEETING

Supervisor Schmitt said that the affected districts of Greece would hold a mass meeting with town officials Wednesday to determine the stand Greece will take.

"We have canvassed the various improvement and school associations of Brighton," said Supervisor Babcock, "and we know that Brighton is unalterably opposed to the Rochester School District Bill, and we shall be represented at the city hearing by a large delegation, including Kenneth A. Keating, our town attorney, and myself."

Supervisor Metcalf of Gates made a statement similar to that of Supervisor Babcock, and said sentiment in Gates was unanimously against the bill. These supervisors and residents of Greece had telephoned them of their readiness to join the opposition, should Supervisor Schmitt not join the movement.

GREECE IN QUANDRY

It appeared parts of Greece now have lower education costs through sending children to city schools than if they had schools of their own, and if assurances could be had that the city would build more schools nearer Greece and taxes would be no greater than Greece now pays for children outside even the proposed school district, Greece might not oppose the bill.

Mr. Adler, as acting mayor, Corporation Counsel Platt, City Manager Story and Controller Higgins had a discussion of the school bill at the Rochester Club today.

Mr. Adler, as acting mayor, Corporation Counsel, City Manager Story and City Controller Higgins had a discussion of the school bill at the Rochester Club today.

BROAD CITY PLAN DESIRABLE, VIEW OF ISAAC ADLER

Broad Street, One
Link in Chain
of Problems

TAX DANGER SEEN
IN SCHOOL BILL

Libraries Should Be
Combined, He
Believes

Broad Street extension, the proposed new school district and the central library problem were discussed by Vice-Mayor Adler yesterday afternoon before the Rochester Council of Jewish Women at Berth Kodesh Temple in a review of civic problems.

These three municipal questions were selected by Mr. Adler as being the outstanding ones up for public consideration and as forming the background upon which all progressive civic policies must be projected.

Many Things Involved

Extension of Broad Street, Mr. Adler said, involves traffic problems, a city plan and the city's finances. He spoke of the agitation for streets parallel to Main both north and south, improvement of other streets, the need of bridges. There will be available shortly, Mr. Adler said, some \$25,000,000 which may be expended on civic improvements, but he declared that if all of the improvements which are considered necessary are carried into effect it will need more than that sum to do it, so that it becomes a matter of determining the relation of the different projects to the whole plan, and which of the major improvements should take precedence. It is to determine this question that a financial advisory board has been named, he said.

In discussing the proposed new school district, he spoke of two problems, the free tuition many children are receiving and the inability at present of the Board of Education to plan for the future. The simplest method of obtaining relief from the free tuition problem, he said, would be to repeal that section of the charter that compels it; the alternative is the creation of a new district. The difficulty of this, Mr. Adler said, lies in determining whether it will mean that the city may become indebted to the amount of 10 per cent. of assessed valuation and may be taxed for current expenses 2 per cent. of assessed valuation and that in addition the school board would be empowered to raise an additional nine-tenths of 1 per cent. for current expenses and become indebted to the amount of 3.25 per cent. for buildings, etc. Mr. Adler says he favors the principle of the bill and believes that if some way can be found to determine what the financial effect of the bill will be, the matter should be submitted to a referendum.

Of the library, he said that there is now available some \$800,000 in the fund and that he is confident that the greatest service of the Reynolds Library lies in a combination with the city. The address in full follows:

Far Reaching Importance

"Among the many municipal problems of immediate interest to the citizens of Rochester I have chosen three for discussion today, Broad Street extension, the proposed new school district and the library question.

"The problem of Broad Street is far reaching. It involves the development of the retail district of Rochester, traffic problems, a city plan and the city's finances.

"It seems to be generally agreed that Rochester has developed most unfavorably from a retailer's point of view. In place of important parallel and connecting retail streets, we have our long Main

Street, stretching for still greater length out East Avenue. Streets parallel to Main, both north and south, are said to be our crying need. A broadening of Andrews Street, the extension of Mumford and a new bridge across the river, would seem to be the normal development on the north side; the extension of Broad Street through the Osburn House and Johnson Street, then straight through to James, widening of James to William, a new street from William to Union striking Union at Gardiner Park, then through Gardiner Park to Alexander seems to offer the best solution south of Main Street. Traffic conditions could be still further improved by a widening of Court Street.

"Nearly everybody is agreed that the Broad Street improvement is highly desirable. There has been no end of effective agitation. Why then has it not been accomplished?

Reasons for Delay

"In a recent article by Mr. C. Storrs Barrows, president of the Rochester Society of Architects, the reason given is the opposition of the interests north of Main Street. However, the question of the opposition may have been in the past, I am confident the reasons for delay in action at this time are wholly different. They come under two heads, to which reference has already been made, the city's finances and a city plan. "If we had an unlimited amount of money to spend, there would be no difficulty in carrying out the part of the city authorities in proceeding with this development. But it has been estimated that this improvement would cost the city some ten or twelve million dollars. Is the city at this time able to finance so large an undertaking?

"The very interesting report made by the Comptroller to the Council on Feb. 4th shows that we have a debt margin available of over \$15,000,000, in addition to which we shall have another \$10,000,000.00 to spend for local improvements locally assessed as soon as certain legal obstacles in connection with the constitutional amendment adopted at the last election have been overcome. In other words, we shall have available for local and other improvements a total of twenty-five million dollars. Why then doesn't the city go ahead with Broad Street?

"The answer is that Broad Street is one phase of a big problem, the development of the city as a whole. We have heard much in recent years of a city plan. Indeed for twenty years the subject has been under discussion. In its earlier phases we thought of a city plan almost exclusively in terms of a civic center, and some of you may remember the very impressive and beautiful plans prepared nearly twenty years ago by Messrs. Brunner, Olmstead and Arnold for a magnificent city hall and civic center at the point where the canal, now Broad Street, crosses Main. That plan has gone into the discard. Now we are thinking of a civic center on a street to be built over the river between Main Street and Broad, with extensions to Court Street. Such a civic center would probably involve a deepening of the river and an expenditure of many millions of dollars.

"But a civic center is only one phase of a city plan. The whole subject of the use of every part of the city and the development of every part for the city's greatest benefit. It involves bridges across the Genesee and we are now at work on plans and studies for bridges at Smith Street and Ridge Road, Driving Park Avenue and Elmwood Avenue. Bridges must also come in for early consideration. The Board of Education informs us that we need additions to our junior high schools and new public school buildings which will cost millions of dollars. The opening of the Welland Canal is expected to result in a great increase of lake shipping which will make a suitable harbor at Charlotte an urgent commercial necessity and will involve an expenditure of millions; and in the city we now have a library and public auditorium. I have mentioned a few of the major projects involved in the city's development which, however, will cost in the aggregate a sum largely in excess of the amount the city is able to finance. That notwithstanding the fact that not in years has the city been so favorable circumstances for financing major improvements as it is now.

"Which of these major improvements should take precedence? That is a question which must now be determined and which I believe should be determined before any of these undertakings with the possible exception of needed bridges should be commenced. It is in order to determine this question of precedence and to answer the question of a financial advisory board, composed of leading citizens, has been appointed. The problem of a city plan is now being intensively studied by the engineering department, the zoning advisory commission, the harbor committee, the financial advisory board; and linking these all together a city planning expert is about to be selected, from the best to be found, and in the course of a reasonable period we may anticipate that a fully rounded, practical, working city plan will have been developed, which, with such modifications as time may evolve, will constitute the city's program for many years to come.

"Next let us consider briefly the proposed new school district. This bill is intended to correct two evils, first, the admission into our schools of a large number of non-residents, and second, the inability of the Board of Education to plan for the future by reason of uncertainty as to the amount it will have available for expenditure.

"In 1905, the Village of Brighton was annexed to the city; the school district of the town overlapped the boundaries of the village and the city agreed to furnish free tuition at an estimated cost of approximately \$90,000.00. Ten years hence this number may be as high as six or seven thousand. Obviously a very heavy and increasing burden is thus thrown upon the city.

Two Plans Suggested

"How can relief be found? The simplest method would be the repeal of the section of the charter which compels free tuition; the alternative is the creation of a new school district embracing the City of Rochester and eight outlying districts. This plan is the one proposed by the Board of Education.

"The advantage of this plan is that it makes the Board of Education financially independent of the city, giving it the power to raise by tax an amount not exceeding 9.10 of 1 percent of the assessed value of real and personal property in the city and further providing that the district shall not become indebted in an amount exceeding 3 1/2 per cent. of the assessed valuation of real estate in the city.

"These provisions raise some very interesting and troublesome legal questions. The Constitution of the State provides (Art. VIII 10) that 'no county or city shall be allowed to become indebted for any purpose or in any manner to an amount which, including existing indebtedness, shall exceed ten per cent. of the assessed valuation to such county or city subject to taxation,' etc., and further provides that the amount to be raised by tax for county or city purposes in any county containing a city of over 100,000 inhabitants or any such city of this State, in addition to providing for the principal and interest of existing debt, shall not exceed in any one year two per centum of the assessed valuation of the real and personal estate of such county or city.

"The new school district, if it spend up to 9.10 of 1 per cent. and become indebted to the amount of 2 1/2 per cent. will the city be limited in its expenditure to 1.1 per cent. and in the amount of its debt to 4.25 per cent. of its assessed valuation, or is the power of taxation and indebtedness of the city unaffected by this bill? Professor McElin, a recognized authority, thinks the city will have available only the balance. The corporation counsel takes the other view and I am inclined to the corporation counsel's opinion. The question is important and in some way ought to be settled before the bill becomes a law.

"Personally I favor the principle of this bill. I believe the outside districts whose children are being educated in Rochester schools should pay for such education, and I think the Board of Education, having unlimited authority in the expenditure of funds appropriated for the amount of such appropriation, should be responsible also for the amount of such appropriation.

Referendum Favored

"It has been suggested that the whole question be submitted to the people of Rochester for an advisory referendum. If in some way we can ascertain with reasonable certainty just what the effect of the bill will be, and if some necessary changes are made, notably in the amount to be apportioned for school purposes, I should be in favor of a referendum to the people to determine whether or not the bill should pass.

"We come now to the third question for discussion, the public library. For many years Rochester has felt the need of an adequate central library building and there can be no question that as soon as the city can afford it, such a building should be built. We now have available the Rueland Memorial Fund which has accumulated since

the death of Mr. Rueland and now amounts to nearly \$800,000, a very notable and helpful contribution to the project.

"Another possible aid to this project and the immediate source of the so-called library problem is the Reynolds Library. This library has reached a point in its development where its trustees feel it can no longer conduct an independent existence and be of greatest service to the city. They therefore proposed to unite the library with the city university library. A strong public protest led them to halt this program and offer under certain fundamental conditions to combine with the city library. The most important of these conditions was that the Reynolds foundation must remain intact and subject to the exclusive control of the Reynolds trustees. A combination into one great central library with divide control seemed impracticable as unwise to the trustees of our public library; they felt, however, that if resources of the Reynolds library would add tremendously to the value of our public library system with a fine magnanimity the public library trustees thereupon suggested that the entire control of the library system in all its parts vested in the Reynolds library trustees and this proposal was submitted to the Reynolds library trustees by the committee of the Council.

Reynolds' Next Move

"Apparently the responsibility greater than the Reynolds library trustees are disposed to undertake. Their answer to the proposal that they will consult experts as to what is the best course for them to pursue. The council committee offered to co-operate in the selection of experts and payment of their expenses, but thus far the Reynolds trustees have not replied to it.

"Thus the matter now stands: the next move must necessarily be made by the Reynolds trustees, would in my opinion be very unwise for the city if this plan of cooperation fails. I feel no doubt in my mind that the greatest service of the Reynolds library lies in its combination with the city, and I am firmly convinced that such combination will hasten, perhaps many years, the erection of adequate central library building and a financial support worth the City of Rochester."

STORY GROUP DOESN'T LIKE NEW MEASURE

Saunders Bill Protecting
Property Owners Is
'Thumbed Down'

RENEW CITY NOTES

\$1,465,000 Paper Is
Renewed at Request of City
Finance Dept.

A brief and routine meeting of the Rochester city council was held Monday night, and with the exception of the renewal of nearly a million and a half dollars in municipal notes and the voicing of administration opposition to the condemnation law amendment the session was without striking features. The note renewals which totalled \$1,465,000 was spread over several fiscal headings, and represents renewed borrowing over and above the \$4,720,000 bond issue which the city finance authorities are now embarked upon.

The proposed state law which came up for council discussion was that entitled, an act to amend the condemnation law, in relation to the allowance to the defendant of the reasonable cost of expert testimony. The bill was sponsored by a Monroe Assemblyman, Richard L. Saunders, and was intended to make definite legal provision for the protection of property owners who may find themselves defendants in condemnation proceedings and who may be confronted with arrays of unfriendly experts appearing in the public behalf. Such defendant property owners are sometimes financially unable to meet the cost of securing adequate expert testimony for their benefit, and are dependent upon the discretion of the court in the matter of such costs as may be allowed, the defendants having no foreknowledge of the amount. Of course such a measure is not viewed with very much enthusiasm by certain civic officials who see in it a lightening of the club which they hold over property owners in the matter of forcing out-of-court settlements in public land acquisition.

The Story administration in Rochester, feeling that the occasion might easily arise when the provision of such costs for expert testimony might result unfavorably in a local condemnation proceedings, came forward with an opinion from the head of the city legal department as follows:

The bill provides that "the court may also include in the defendant's bill of costs the amount of the fair and reasonable compensation paid to expert witnesses who testified before the commissioners on behalf of the defendant." This will very probably increase the amount to be paid by taxpayers when there is an increase on the city at large, or by the assessment payers when a local territory is to be assessed for the acquisition of real property for a public street widening or other public work. In the ordinary civil action at law the present time the expense of expert testimony is not taxable as an disbursement in an action. The court is permitted at the present time under the condemnation law to make an additional allowance of costs, presumably covering the unusual difficulty of trial in such cases, but this was one brought in by Councilman Nelson A. Milne providing for a 40-foot pavement from Stutson street to the Lake in lower Lake avenue.

California Man Appointed Head Of Park Bureau

Considerable Work Yet to Be Done in Improving Administration of Recreation Work, Story Says, in Selecting Highest Candidate For Post.

Charles B. Raitt, former executive officer of the Los Angeles playground and recreation system, today was named director of the Rochester Bureau of Parks by Commissioner of Public Safety George J. Nier.

Announcement of the appointment was made by City Manager Stephen B. Story, who, under provisions of the City Charter, must approve appointments.

Patrick Slavin of the Nineteenth Ward, now superintendent of parks, had been an active Rochester candidate for the post and was rated a close second in the Civil Service examination. In announcing Mr. Raitt's selection, Mr. Story issued this statement:

"Rochester has for years enjoyed her park system with its high horticultural standards. These standards are well established and will, of course, be maintained. But, considerable work is yet to be done in the matter of improving that side of the Park Bureau administration relating to recreation. The whole use of our park system is involved in the question of recreation and is not at all limited to the mere matter of playgrounds. Our parks are all playgrounds and not merely places through which people may walk or drive and obtain aesthetic enjoyment.

"We must obtain greater use of our fine facilities and interest in them must be developed from a recreational standpoint. For instance, golf for years was looked upon as an 'intruder' in the parks and the growth of the game forced it upon the park system. It is now a major recreational activity and we have a great need for more golf courses today. There are many other sports like golf which need fostering and which will draw many more people out into the open air. We have a great wealth of undeveloped recreational facilities. Many of them are developed physically but are almost dormant as regards their use.

Sees Recreational Possibilities

"Then, too, our recreational facilities need developing into the moral force that they should be. Instead of having our juvenile delinquency centering around a couple of our playgrounds we should find these playgrounds serving as counter attractions to the boys and girls, who, without their influence, tend to become delinquent.

Raitt's Experience

In his supplemental statement of experience filed with his application he said he had purchased lands, selected park and playground sites and had planned and designed large areas of parking. He also stated he had conducted special studies of all phases of beach and water front development and operation in many important cities of the country including Atlantic City, Coney Island, Catalina Island, Chicago, Toronto, Galveston and Ashbury, N. J.

In 1925 he left the Los Angeles position and joined the National Playground League and in this service conducted recreational surveys and studies in 165 cities in 25 different states. Landscaping, gardening and knowledge of trees and plants were listed by him as qualifications for the post of Rochester park director.

Mr. Raitt is 42, married and has one daughter, attending the University of California. At Stanford University he played varsity football.

Mr. Story issued a statement that he desired a "new deal" for the parks, and particularly for greater recreational development. He charged some of the city playgrounds were breeders of juvenile delinquency.

The appointment of Mr. Raitt had been predicted more than a year in fact, before the city manager government took effect there were intimations that if Mr. Story were the first city manager, Mr. Raitt, who had come to the city to make a park survey, would be Mr. Story's first park director.

Cut-Rate Cabs Break City Ordinance, Hold N. Y. State Railways

Street Car Company Enters Rate War of Taxicabs by Charging Unfair Competition in Violation of Law—City Officials Consider Action.

Appeal was made to the city today by the New York State Railways to ban cut-rate taxicabs from the streets.

In the past week a rate war has developed between three cab companies and the New York State Railway has entered the fray, declaring the rates charged by these companies are lower than the minimum provided by law and constitute unfair competition.

One cab company has announced a rate of 75 cents, another, 35 cents, and the third, 50 cents. James F. Hamilton, president of the New York State Railways, with Daniel M. Beach, the company's attorney, today carried the matter to City Manager Story and other officials.

The railway president argued all of the cab companies involved were violating the minimum rate set by state jitney law—16 1/2 cents a fare except in the case of recognized and authorized transportation companies carrying two passengers for 25 cents, three for 35 cents, and four for 50 cents.

That taxicabs generally are violating the city taxi ordinance in their rates is the belief of some city officials who are studying the situation.

It is pointed out the ordinance, adopted in June, 1925, provides for a mileage basis for rates. It was emphasized, or for hire of a cab by the hour. City Manager Story pointed out that many of the cabs now in the city are not operating on either of these bases, but on a trip one.

Compare Other Cities

Commissioner of Public Safety George J. Nier has been making a collection of taxicab ordinances in other cities to see what they are doing to meet the situation. New York City, he has found, makes a maximum rate of 20 cents for the first third of a mile, with 10 cents for each additional third, while both Detroit and Cincinnati provide for a maximum rate of 40 cents for the first half mile and 10 cents for each additional quarter.

Commenting on the situation today Corporation Counsel Clarence M. Platt said that if it is found the taxis are commonly violating the ordinance, it would be desirable to consider not only whether or not the ordinance should be amended but also whether it is desirable to amend the ordinance.

May Change Ordinance

City Manager Story today said the ordinance must be enforced.

WANTS RECREATION PLACES CONVERTED INTO 'MORAL FORCE'

Anticipated appointment of Charles B. Raitt of Los Angeles as director of the Rochester Bureau of Parks came at noon today, with Mr. Raitt, who arrived in the city ahead of the announcement by City Manager Story, being sworn into office within a half hour after the news was given to the press.

Although the appointment, under the provisions of the city charter, rested with Commissioner of Public Safety George J. Nier, under whose supervision the Park Bureau is administered, it was made with the approval of the city manager and was announced by him.

But, regardless of formality and the provisions of the charter, first and last the choice of Mr. Raitt originated and was carried through by Mr. Story, and this in spite of the fact that thousands of petitions from citizens asked that one of two Rochester men be named.

STORY WANTS 'NEW DEAL'

Mr. Story issued a statement that he desired a "new deal" for the parks, and particularly for greater recreational development. He charged some of the city playgrounds were breeders of juvenile delinquency.

The appointment of Mr. Raitt had been predicted more than a year in fact, before the city manager government took effect there were intimations that if Mr. Story were the first city manager, Mr. Raitt, who had come to the city to make a park survey, would be Mr. Story's first park director.

Continued on Col. 8, Next Page

the ratings were arrived at. But there was no appeal.

There were reports that Messrs. Story and Nier were at odds over naming Mr. Raitt, but both denied it. Mr. Story's explanation of his choice was a picture of greater recreation grounds in the future.

STATEMENT BY STORY

Mr. Story said: "Rochester has for years enjoyed her park system with its high horticultural standards. These standards are well established and will, of course, be maintained. But, considerable work is yet to be done in the matter of improving that side of the Park Bureau relating to recreation.

"The whole use of our park system is involved in the question of recreation and is not at all limited to the mere matter of playgrounds. Our parks are all playgrounds and not merely places through which people may walk or drive and obtain aesthetic enjoyment.

"We must obtain greater use of our fine facilities and interest in them must be developed from a recreational standpoint. For instance, golf for years was looked upon as an 'intruder' in the parks and the growth of the game forced it upon the park system. It is now a major recreational activity and we have a great need for more golf courses today.

NEED FOSTERING

There are many other sports like golf which need fostering and which will draw many more people out into the open air. We have a great wealth of undeveloped recreational facilities. Many of them are developed physically but are almost dormant as regards their use.

"Then, too, our recreational facilities need developing into the moral force that they should be. Instead of having our juvenile delinquency centering around a couple of our playgrounds we should find these playgrounds serving as counter attractions to the boys and girls, who, without their influence, tend to become delinquent.

"For too long a time Rochester has been content to feel that recreational administration has consisted of handling more complicated than handling a ball to a group of boys and telling them to go out and play ball.

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RAITT'S RECORD

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A former Stanford University athlete, according to his civil service examination, he is a recreation and playground superintendent with twenty years' experience, mostly with the city of Los Angeles. In 1925 he severed his connection with the Los Angeles government, and joined the National Playground League, for which he made recreational studies in 165 cities and twenty-five states.

City Manager Story first brought Mr. Raitt to Rochester in 1927, to make a survey of parks and playgrounds for the Bureau of Municipal Research, at the request of social agencies then interested in establishing a boys' camp in Durand-Eastman Park. He continued with the Research Bureau until December, 1928.

As head of the Los Angeles playground and recreation system he has had experience in office administration, planning, organizing and directing all activities, locating park and playground sites, purchasing land, landscaping, beautifying and maintaining all park properties. Mr. Raitt is forty-two, married, and has one daughter.

BROAD CITY PLAN DESIRABLE, VIEW OF ISAAC ADLER

Broad Street, One
Link in Chain
of Problems

TAX DANGER SEEN
IN SCHOOL BILL

Libraries Should Be
Combined, He
Believes

Broad Street extension, the proposed new school district and the central library problem were discussed by Vice-Mayor Adler yesterday afternoon before the Rochester Council of Jewish Women at Berth Kodess Temple in a review of civic problems.

These three municipal questions were selected by Mr. Adler as being the outstanding ones up for public consideration and as forming the background upon which all progressive civic policies must be projected.

Many Things Involved

Extension of Broad Street, Mr. Adler said, involves traffic problems, a city plan and the city's finances. He spoke of the agitation for streets parallel to Main both north and south, improvement of other streets, the need of bridges. There will be available shortly, Mr. Adler said, some \$25,000,000 which may be expended on civic improvements, but he declared that if all of the improvements which are considered necessary are carried into effect it will need more than that sum to do it, so that it becomes a matter of determining the relation of the different projects to the whole plan, and which of the major improvements should take precedence. It is to determine this question that a financial advisory board has been named, he said.

In discussing the proposed new school district, he pointed out two problems, the free tuition many children are receiving and the inability at present of the Board of Education to plan for the future. The simplest method of obtaining relief from this free tuition problem, he said, would be to repeal that section of the charter that compels it; the alternative is the creation of a new district. The difficulty of this, Mr. Adler said, lies in determining whether it will mean that the city may become indebted to the amount of 10 per cent. of assessed valuation and may be taxed for current expenses 2 per cent. of assessed valuation and that in addition the school board would be empowered to raise an additional nine-tenths of 1 per cent. for current expenses and become indebted to the amount of 2.25 per cent. for buildings, etc. Mr. Adler says he favors the principle of the bill and believes that if some way can be found to determine what the financial effect of the bill will be, the matter should be submitted to a referendum.

Of the library, he said that there is now available some \$800,000 in the fund and that he is confident that the greatest service of the Reynolds Library lies in a combination with the city. The address in full follows:

Far Reaching Importance

"Among the many municipal problems of immediate interest to the citizens of Rochester I have chosen three for discussion today: Broad Street extension, the proposed new school district and the library question.

"The problem of Broad Street far reaching. It involves the development of the retail district of Rochester, traffic problems, a city plan and the city's finances.

"It seems to be generally agreed that Rochester has developed most unfavorably from a retailer's point of view. In place of important parallel and connecting retail streets, we have our long Main

Street, stretching for still greater length out East Avenue. Street parallel to Main, both north and south, are said to be our crying need. A broadening of Andrews Street, the extension of Mumford and a new bridge across the river would seem to be the normal development on the north side; the extension of Broad Street through the Osburn House and Johnson Street, then straight through to James, widening of James to William, a new street from William to Union striking Union at Gardner Park, then through Gardner Park to Alexander seems to offer the best solution south of Main Street. Traffic conditions could be still further improved by a widening of Court Street.

"Nearly everybody is agreed that the Broad Street improvement is highly desirable. There has been no end of effective agitation. Why then has it not been accomplished?

Reasons for Delay

"In a recent article by Mr. C. Storrs Barrows, president of the Rochester Society of Architects, the reason given is the opposition of the interests north of Main Street. However effective and active that opposition may have been in the past, I am confident that reasons for delay in action at this time are wholly different. They come under two heads, to which reference has already been made, the city's finances and a city plan.

"If we had an unlimited amount of money to spend, there would not be the slightest hesitation on the part of the city authorities in proceeding with this development. But it has been estimated that this improvement would cost the city some ten or twelve million dollars. Is the city at this time able to finance so large an undertaking?

"The very interesting report made by the Comptroller to the Council on Feb. 4th shows that we have a debt margin available of over \$15,000,000, in addition to which we shall have another \$10,000,000.00 to spend for local improvements locally assessed as soon as certain legal obstacles in connection with the constitutional amendment adopted at the last election have been overcome. In other words, we shall have available for local and other improvements a total of twenty-five million dollars. Why then doesn't the city go ahead with Broad Street?

"The answer is that Broad Street is one phase of a big problem, the development of the city as a whole. We have heard much in recent years of a city plan. Indeed for twenty years the subject has been under discussion. In its earlier phases we thought of a city plan almost exclusively in terms of a civic center, and some of you may remember the very impressive and beautiful plans prepared nearly twenty years ago by Messrs. Brunner, Olinstead and that he is confident that the greatest service of the Reynolds Library lies in a combination with the city. The address in full follows:

"But a civic center is only one phase of a city plan. The whole subject of the development of every part of the city and the development of every part of the city's greatest benefit. It involves bridges across the Genesee and we are now at work on plans and studies for bridges at Smith Street and Ridge Road, Driving Park Avenue and Elmwood Avenue. Bridges must also come in for early consideration. The Board of Education informs us that we need additions to our junior high schools and new public school buildings which will cost millions of dollars; the opening of the Welland Canal

Largest
Hub
Fancy Hose
Rayon and Cotton
Values to 55c
19c
for 25c

to pupils residing in the school district outside the city. Later such free tuition was made compulsory on the city and from time to time portions of other school districts were added.

"At first the numbers receiving free tuition were small. Gradually they increased and they are still increasing. In 1929, 684 children from outside the city are receiving free tuition at an estimated cost of approximately \$90,000.00. Ten years hence this number may be as high as six or seven thousand. Obviously a very heavy and increasing burden is thus thrown upon the city.

Two Plans Suggested

"How can relief be found? The simplest method would be the repeal of the section of the charter which compels free tuition; the alternative is the creation of a new school district embracing the City of Rochester and eight outlying districts. This plan is the one proposed by the Board of Education.

"The advantage of this plan is that it makes the Board of Education financially independent of the city, giving it the power to raise by tax an amount not exceeding 9-10 of 1 per cent. of the assessed value of real and personal property in the city and further providing that the district shall not become indebted in an amount exceeding 3 1/4 per cent. of the assessed valuation of real estate in the city.

"The new plan of the city would spend up to 3 1/4 per cent. and become indebted to the amount of 2 3/4 per cent. will the city be limited in its expenditure to 1 1/4 per cent. and in the amount of its debt to 6 3/4 per cent. of its assessed valuation, or 1 1/4 per cent. of tax unaffected by this bill? Professor McBain, a recognized authority, thinks the city will have available only the balance. The corporation counsel takes the other view and I am inclined to the corporation counsel's opinion. The question is important and in some way ought to be settled before the bill becomes a law.

"Personally I favor the principle of this bill. I believe the outside districts whose children are being educated in Rochester schools should pay for such education, and I think the Board of Education, having unlimited authority in the expenditure of funds appropriated to it, should be responsible also for the amount of such appropriation.

Referendum Favored

"It has been suggested that the whole question be submitted to the people of Rochester for an advisory referendum. If in some way we can ascertain with reasonable certainty just what the effect of the changes are made, notably in the amount to be appropriated for school purposes, I should be in favor of a referendum to the people to determine whether or not the bill should pass.

"We come now to the question of discussion. For many years I felt the need of a library building, but no question of whether the city can afford it, should be built.

available the Reynolds Library Fund which has acc

the death of Mr. Reynolds amounts to nearly \$1,000,000, a notable and helpful contribution.

"Another possible aid to the immediate so-called library problem Reynolds Library. This reached a point in its development where its future seemed longer conduct an independent existence and be of greater benefit to the city. They therefore proposed to unite the library with the University Library. A strong protest led them to halt the plan and offer under certain amenable conditions to combine with the city library. The importance of these conditions that the Reynolds foundation remain intact and subject to the exclusive control of the Reynolds trustees. A combination into great central library with divided control seemed impracticable. The trustees of the Reynolds Library, they felt, however, that the resources of the Reynolds Library would aid tremendously to the value of our public library system with a fine magnanimity the public library trustees thereupon suggested that the entire control of the library system in all its parts be vested in the Reynolds library trustees and this proposal was submitted to the Reynolds library trustees by the committee of the Council.

Reynolds' Next Move

"Apparently the responsibility is greater than the Reynolds library trustees are disposed to undertake. Their answer to the proposal is that they will consult experts as to what is the best course for them to pursue. The council committee offered to co-operate in the selection of experts and payment of their expenses, but thus far the Reynolds trustees have not replied to this offer.

"Thus the matter now stands and the next move must necessarily be made by the Reynolds trustees. It would in my opinion be very unfortunate for the city if this plan of co-operation fails. I feel no doubt in my mind that the greatest service of the Reynolds Library lies in a combination with the city; and I am equally confident that such a combination will hasten, perhaps by many years, the erection of an adequate central library building, and a financial support worthy of the City of Rochester."

STORY GROUP DOESN'T LIKE NEW MEASURE

Saunders Bill Protecting
Property Owners Is
'Thumbed Down'

RENEW CITY NOTES

\$1,465,000 Paper Is Renewed at Request of City Finance Dept.

A brief and routine meeting of the Rochester city council was held Monday night, and with the exception of the renewal of nearly a million dollars in municipal bonds, the session was uneventful. The session featured the renewal of several fiscal years renewed above the \$4,000,000 which the city is now carrying.

law which amendment was made to relation to defendant of pert testimony by a chard I. needed to aid in owners' and undantimes cost str. le-

I do not believe that the bill in its present form will result in any more substantial justice being secured than is secured at the present time considering both the defendant in an action and those who may have to pay the increased cost. I appreciate that opinions may differ, so I shall be glad to be guided by your opinion. A hearing is to be given in Albany on this bill on February 12th.

The placing of the reason for opposition to the law on the interests of the tax-payers quite disarmed discussion. But the fact that the guarantee of justice to individual tax-paying property owners probably does not meet with general opposition from tax-payers in general will probably appear in the legislative hearings at Albany together with the fact that the burden of such guarantee would be of almost negligible importance. The corporation counsel, Clarence M. Platt, was directed to attend the hearings upon the measure at Albany and oppose the passage of the bill, and was also directed to inform Rochester representatives of the city hall opposition to the measure.

Among the various improvement ordinances received Monday night was one brought in by Councilman Nelson A. Milne providing for a 40-foot pavement from Stutson street to the Lake in lower Lake avenue.

California Man Appointed Head Of Park Bureau

Considerable Work Yet to Be Done in Improving Administration of Recreation Work, Story Says, in Selecting Highest Candidate For Post.

Charles B. Raitt, former executive officer of the Los Angeles playground and recreation system, today was named director of the Rochester Bureau of Parks by Commissioner of Public Safety George J. Nier.

Announcement of the appointment was made by City Manager Stephen B. Story, who, under provisions of the City Charter, must approve appointments.

"For too long a time Rochester has been content to feel that recreational administration has consisted of nothing more complicated than handing a bat and a ball to a group of boys and telling them to go out and play ball. We have remarkable possibilities for constructive recreational work ahead of us and we are during our administration to make a real beginning upon the solution of the problem."

Candidates for the post were rated by the Civil Service Commission as follows: Mr. Raitt, first; Mr. Slavin, second; Henry T. Brown, third; Thomas Maloy, city forester, fourth; and Gertrude Hartnett, former deputy park commissioner, fifth.

Sentiment for Rochesterian

Strong sentiment developed, after results of the examination on Dec. 5 were made known, for the appointment of a Rochesterian, both Mr. Slavin and Mr. Brown receiving support of various factions. Mr. Story and Mr. Nier surveyed the examination papers before a decision was reached. Reports that Mr. Nier and Mr. Story had become estranged over the appointment were emphatically denied by both.

Mr. Raitt first came to Rochester in 1927, when engaged by Mr. Story, who was then director of the Bureau of Municipal Research, to conduct a survey of recreational facilities in the city. This survey was requested by the Council of Social Agencies. At the time a boys' camp at Durand-Eastman Park was being considered. According to statements in his civil service examination for director of parks, Mr. Raitt has been engaged in park and playground work for 20 years. He served as executive officer of the Los Angeles Playground and Recreation system, and he listed experience in administration, planning, organization and direction of all activities.

Raitt's Experience

In his supplemental statement of experience filed with his application he said he had purchased lands, selected park and playground sites and had planned and designed large areas of parking. He also stated he had conducted special studies of all phases of beach and water front development and operation in many important cities of the country including Atlantic City, Coney Island, Catalina Island, Chicago, Toronto, Galveston and Astoria, N. J.

In 1925 he left the Los Angeles position and joined the National Playground League and in this service conducted studies in 165 cities in 25 different states. Landscaping, gardening and knowledge of trees and engineering were listed by him as qualifications for the post of Rochester park director.

Mr. Raitt is 42, married and has one daughter, attending the University of California. At Stanford University he played varsity football.

Cut-Rate Cabs Break City Ordinance, Hold N. Y. State Railways

Street Car Company Enters Rate War of Taxicabs by Charging Unfair Competition in Violation of Law—City Officials Consider Action.

Appeal was made to the city today by the New York State Railways to ban cut-rate taxicabs from the streets. In the past week a rate war has developed between three cab companies and the New York State Railway has entered the fray, declaring the rates charged by these companies are lower than the minimum provided by law and constitute unfair competition.

One cab company has announced a rate of 75 cents, another, 55 cents, and the third, 60 cents. James F. Hamilton, president of the New York State Railways, with Daniel M. Beach, the company's attorney, today carried the matter to City Manager Story and other officials.

"The railway president argued all of the cab companies involved were violating the minimum rate set by state jitney law—16 1/2 cents a fare in the case of recognized and authorized transportation companies—by carrying two passengers for 25 cents, three for 35 cents, and four for 50 cents.

"That taxicabs generally are violating the city taxi ordinance in their rates is the belief of some city officials who are studying the situation.

It is pointed out the ordinance, adopted in June, 1928, provides cabs operating on a mileage basis must not charge more than 30 cents for the first third of a mile. It goes on to establish a maximum rate of 30 cents for each additional third mile.

It is pointed out cabs in the city commonly are charging a flat rate of from 35 cents up for the first mile or two so that while the rate for the long distance is often lower than that allowed by ordinance, the rate for the first third of a mile is in excess of the ordinance provisions.

May Change Ordinance

City Manager Story today said the ordinance must be enforced.

WANTS RECREATION PLACES CONVERTED INTO 'MORAL FORCE'

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The ratings were arrived at. But there was no appeal. There were reports that Messrs. Story and Nier were at odds over naming Mr. Raitt, but both denied it. Mr. Story's explanation of his choice was a picture of greater recreation grounds in the future.

STATEMENT BY STORY

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"The whole use of our park system is involved in the question of recreation and is not at all limited to the mere matter of playgrounds. Our parks are all playgrounds and not merely places through which people may walk or drive and obtain aesthetic enjoyment.

"We must obtain greater use of our fine facilities and interest in them must be developed from a recreational standpoint. For instance, golf for years was looked upon as an 'intruder' in the parks and the growth of the game forced it upon the park system. It is now a major recreational activity and we have a great need for more golf courses today.

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RAITT MADE DIRECTOR OF CITY PARKS

To Inaugurate Program of Recreational Development, Says City Manager

PLAYGROUND SPECIALIST

Former Head of Los Angeles System Has Made Surveys in 165 Cities

In conjunction with the appointment yesterday of Charles B. Raitt, as director of parks, announcement was made by City Manager Stephen B. Story of a comprehensive plan to enhance the recreational facilities of Rochester's park system for public welfare and health, and as a moral force in the community.

Mr. Raitt, who has wide experience in the recreational phases of parks and playgrounds, will be the acting head of the plan to bring



CLINTON AVENUE SOUTH
B.F.O.

considerable work is yet to be done in the matter of improving that side of the Park Bureau administration relating to recreation. The whole use of our park system is involved in the question of recreation and is not at all limited to the mere matter of playgrounds. Our parks are all playgrounds and not merely places through which people may walk or drive and obtain aesthetic enjoyment.

Constructive Recreational Work
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Commissioner Nier said that Mr. Raitt brings to his new position a long and active experience in the recreation field, which he has gained in Rochester and many other cities. He is a graduate of Leland Stanford University and played on the Varsity eleven under the coaching of Fielding "Hurly" Yost, now at the University of Michigan. His college work was directed along engineering and architectural lines. During the several years that Mr. Raitt was head of the playground and recreation system of Los Angeles, he had the direct responsibility for the organization, promotion, and conduct of all recreational activities in connection with 40 recreation centers, twelve large recreation playhouses, ten swimming pools, two beaches, six large mountain recreation camps, and a municipal men's club.

Designer of Playgrounds
His experience at Los Angeles included the selection of sites for

park and recreation areas, and the acquisition and purchase by his department of these areas. He planned, designed and supervised the construction of several playgrounds and athletic fields, and six large recreation camps in the mountain districts adjacent to Los Angeles, where residents could spend vacations at a moderate fee. He spent several months making a forestry study covering the planting and handling of trees and shrubs.

Mr. Raitt left the Los Angeles system to assist the Playground and Recreation Association of America in a national study of the park and recreation field. This study, which took Mr. Raitt to 165 different cities in twenty-five states, covered parks, playgrounds, athletic fields, beaches, pools, golf courses, recreation buildings, city, county, state, and national park areas. He made special studies of all phases of beach and waterfront development and operation in California, Gulfport, Biloxi, Catalina Island, Chicago, Toronto, Trenton, Ashbury, Atlantic City, New London and Coney Island. He made a study of the city of Oakland, preliminary to the launching of a play and recreational development program.

Mr. Raitt recently completed a complete recreational survey of the city of Rochester for the Council of Social Agencies, covering parks and playgrounds, all phases of public recreation, semi-public, commercial, industrial and private recreation. This survey includes recommendations for the more effective use of present recreational facilities and areas, for improvements, extensions and a program of development covering the immediate future and the next quarter-century. Mr. Story said, adding that experts who have seen the manuscript of this report have declared it to be the most comprehensive study of its kind ever made in the United States; "they have pronounced it compact, readable, and thoroughly practical in its application to the recreation facilities of Rochester at the present time and for years to come."

Has Demonstrated Ability
"The new director has a thorough practical knowledge of Rochester park and playground facilities, and indeed of the major portion of similar facilities in cities throughout the United States," said Mr. Story. "He has had practical engineering, architectural, and forestry experience. He has demonstrated his ability to secure accurate information, to analyze this information, and to make specific plans and recommendations based thereon. He is the type of public official that a modern city inevitably needs, and must have if public business is to be conducted on a modern plane."

Mr. Raitt is 42 years old and is married. He has one daughter, a student at the University of California.

S. P. C. A. ASKS CITY TO BUY ASH TRUCKS

Suggests That Alternative to Paying Collection Men More Money

IN INTERESTS OF HORSES

One Member Says He Thinks Steeds Are Treated Too Much for Their Good

Members of the Rochester Humane Society attending the February meeting yesterday turned their thoughts to the horses that draw the ash wagons sent out by the city's Public Works Bureau, and to the drivers that have to provide for those horses.

The society framed a resolution to send to City Manager Stephen B. Story asking that the city either pay the men more money, or provide motor trucks for them.

Says Horses Tired Too Much
"The men are employed only about four and a half days in a week, on the average, and with what they are paid they cannot afford to support their families, take proper care of the horses, keep up their harnesses, etc." an officer of the society said.

"The city furnishes the wagons, and the men have to supply the horses," he continued. "I think they are paid so much a load. In order to make all the money they need, they are obliged to trot the horses both ways; and when the wagons are empty, and when they are full. Now horses of lighter weight may be trotted considerably, but the kind of horses on the ash wagons should be allowed to walk part of the time. Trotting all day is hard work. They drive those horses down into the city dumps, and they are liable to get broken glass and other things in their feet."

Another step toward constructive humane work was taken in authorizing the committee on humane education to purchase a cinema-kodak with which to take motion pictures to be shown in the city's schools to illustrate talks given there by the society's director of humane education, Mrs. Eugene Brown.

327 Dogs Destroyed
Three hundred and twenty-seven dogs were sent over the Great Divide in January, the report of William J. Boylkin, superintendent, showed, and 307 cats were ushered into their last sleep.

Homes were served for 16 dogs and 24 cats in the month. A horse, a goat, a rabbit, a pigeon and another kind of bird, with one bat, had all been impounded. Of 39 horses examined, six were ordered sent from work.

IMPROVEMENTS FOR WEST MAIN SECTION ASKED

Impetus has been given by the public discussion of municipal problems by Vice-Mayor Isaac Adelman to the efforts of the Main Street West Property Owners Association has been organized for the purpose of interesting city officials in improvements to Main Street West and Sol Weiman, one of the organizers of the association, made the following statement:

Bond's Hall, 429 Main Street West

Choosing Raitt Head Of Parks Opens Breach

'Administration Has Fellow Feeling For Carpet-Baggers,' Asserts City Manager's Former Ally in Denouncing Appointment of Californian.

MacSweeney Hot Shots

... even though the stranger be armed with blue prints and blah; the last especially.

The fact that the city administration has a fellow feeling for carpet baggers certainly does not justify it in passing over capable Rochesterians.

Apparently our park and playground system was deemed unimportant until some outsider bobbed up and needed a job.

... Commissioner Nier is a Rochester product and so cannot be relied upon to prefer outsiders to Rochesterians.

By CHARLES E. WELCH

Appointment of Charles B. Raitt, who came here some 18 months ago from California to do a recreational survey for the Council of Social Agencies, as director of parks by Safety Commissioner George J. Nier and City Manager Stephen B. Story brought hot denunciation today from Leo A. MacSweeney, who declared "the city administration has a fellow feeling for carpet baggers." Mr. MacSweeney supported Patrick Slavin, superintendent of parks, for the directorship.

Politically speaking, Mr. MacSweeney's statement is interpreted as a complete break between himself and Mr. Story.

Mr. MacSweeney, however, takes particular pains to state his belief that Mr. Nier was dragged into making the Raitt appointment, asserting: "I am certain this appointment does not appeal to his good judgment."

Political association between Mr. Story and Mr. MacSweeney began in the Winter of 1927 when the Citizens' Republican Committee, which defeated the Hatchkins "regular" council candidates in the primary fight of August and September, 1927, using for the purpose a set of candidates approved by the City Manager League and the slogan "Give the charter a chance," first formed an alliance with the league and its associates.

However, since Mr. Story's assumption of office on Jan. 1, 1928, both he and Mr. MacSweeney have stated repeatedly that matters of patronage and administration were entirely in Mr. Story's hands. Their relations, however, have always been assumed to be friendly.

Today's blast from Mr. MacSweeney now comes after nearly two years to shatter a political friendship.

"The fact that the city administration has a fellow feeling for carpet-baggers," said Mr. MacSweeney, "certainly does not justify it in passing over capable Rochesterians in order to hand over an important department to a gentleman who could not get along with the administration of the City of Los Angeles."

"Exonerates" Nier
"I do not charge the commissioner of public safety with this defiance of public opinion and I am certain that the appointment does not appeal to his good judgment. The City Manager has veto power on appointments, but he apparently exercises it in the Department of Public Safety only. This is perhaps due to the fact that Commissioner Nier is a Rochester product, and so cannot be relied upon to prefer outsiders to Rochesterians."

"Since the present administration has been in office, I have not sought to interfere with it in any way, shape or manner, and this policy I propose to continue. There is, however, an apparent discrimination against Rochesterians in our municipal service, and against this I most emphatically protest."

TURNING ON STORY OVER APPOINTMENT OF PARK DIRECTOR

A political break of the first magnitude, more important than any other since the Republican organization divided over the advent of city manager government, came today over the appointment of Charles B. Raitt of Los Angeles as park director.

Leo A. MacSweeney, who directed the political campaign of the insurgents who now control the city government, and was responsible for the naming of George J. Nier as safety commissioner, threw City Manager Story overboard, however, and declared so far as he is concerned he is "through" with the present city manager government.

Incidentally Mr. MacSweeney questioned the legality of the naming of Mr. Raitt to the position of director of parks, charging there is no such bureau under the present government, and no such place as Charles E. Bostwick in the Tenth government, and the only excuse for the appointment is to suit the will of City Manager Story.

A study of the new charter failed to disclose any mention of a Bureau of Park or a director of parks. The park and playground branches of government are mentioned only as adjuncts of the Department of Public Safety.

But a director of parks could be and was named under a provision of the charter permitting the safety commissioner "to name such other directors and superintendents as the city manager may prescribe," Mr. Story said.

"Mr. MacSweeney has made no discovery," he said. "The naming of Mr. Raitt was under authority given to the safety commissioner to name such other directors as I might suggest. The salary and position of park director are all provided for in the new budget."

Mr. MacSweeney advocated the appointment of Patrick J. Slavin, present assistant superintendent of parks, to the position now given to Mr. Raitt. In a prepared statement today he attacked the city government for naming Mr. Raitt.

The statement follows: "The fact that the city administration has a fellow feeling for carpet baggers certainly does not justify it in passing over capable Rochesterians in order to hand over an important department to a gentleman who could not get along with the administration of the City of Los Angeles."

"When capability is demonstrated, Rochesterians should at all times be preferred for appointment in our city service. It is obvious that one who has been in contact with all citizens of all walks of life, is better able to gauge Rochester sentiment than the stranger within our gates, even though the stranger is armed with blue-prints and blah."

RECORD IGNORED
"What incentive is there for the faithful public servant, when, despite his proven ability, and despite the recommendations of our leading citizens, he sees himself passed over for one who is preferred for no other reason than that he is a friend of the approving power?"

"Passing strange, too, the development of such intense interest in our park and playground system on the part of the present City Manager. The charter, which was produced under his direction, does not provide for either a bureau of parks or a director. Apparently our park and playground system was deemed unimportant until some outsider bobbed up who needed a job. Even if the omission were deliberate, it could only have been from the same motive."

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CLEAR'S NIER
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In conjunction with the appointment of Mr. Raitt, a plan for enhancing the recreational facilities of Rochester's park system for public welfare and health was announced by Mr. Story. He said that the long experience of Mr. Raitt in the recreational phases of parks and playgrounds would be of great value in the development of the plan with view of preventing juvenile delinquency by attracting young people to playgrounds and parks, where they can have recreation under proper supervision.

RAITT REPLIES TO CRITICISM BY MACSWEENEY

'Los Angeles Commissioners I Couldn't Get Along With Not Reappointed,' He Says.

Charles B. Raitt, director of the park bureau, replying to criticism of Leo A. MacSweeney to the effect he had been unable to get along with the administration of Los Angeles, his former residence, today called attention to the fact the three commissioners who opposed him have not been reappointed to public service.

"I do not quite know what Mr. MacSweeney means by this, but I seriously doubt that he knows the facts concerning my experience in Los Angeles," he said. "It is a matter of public record that I refused to play politics."

"It might interest Mr. MacSweeney to know that since I left Los Angeles the three commissioners who opposed me have not been reappointed. One of these commissioners resigned, and furthermore, from 1905 to 1925 I served under every commission without a single complaint."

"I assigned in Los Angeles to accept a position which involved a special national study of parks and recreation fostered by the Coolidge Conference on Recreation. My unwillingness to play politics in connection with my work in Los Angeles might have had a bearing on Mr. MacSweeney's statement."

Mr. Raitt will begin his duties in his City Hall Annex office tomorrow. One of his first projects here is expected to be in relation to the municipal bathhouses. On his way here he stopped at Chicago and Cleveland to inspect bathhouses. Additional property has been acquired by the city at Ontario Beach Park, and new bathhouses are to be constructed.

BAKER FROWNS ON TRUCKS FOR ASH REMOVALS

Motor trucks will not be substituted for horse-drawn vehicles in the city's system of ash collections, according to Commissioner of Public Works Harold W. Baker.

The abolition of horse-drawn vehicles was recommended by the Rochester Humane Society in a resolution adopted yesterday and sent to City Manager Stephen B. Story. Mr. Baker said such a move would not be economical.

In answer to a statement in the Humane Society's resolution that horses on the ash wagons should be trotted, Mr. Baker said he never saw the horses trotting while working for the city. He explained that the teams drawing the ash wagons are not city property, as is the case with horses on the garbage wagons.

"In certain sections of the city we use motor trucks to collect ashes," the commissioner said, "but in the outlying districts this would not be economical."

OFFICIALS IGNORE STATEMENTS MADE BY MACSWEENEY

Former Citizens Republican Campaign Leader Disapproves of Passing Over Rochester Candidates for Park Bureau Director

SERVED LOS ANGELES TWENTY YEARS WITHOUT COMPLAINT, SAYS RAITT

By HIRAM MARKS

Charges made by Leo A. MacSweeney regarding the appointment of Charles A. Raitt as director of parks brought no comment yesterday from either City Manager Story or George J. Nier, commissioner of public safety.

Both officials declined to discuss the statement of Mr. MacSweeney; but City Manager Story expressed confidence "that Mr. Raitt's administration of the park and playground system of Rochester would soon demonstrate such outstanding ability as would win the approval of all fair-minded citizens."

Mr. MacSweeney, who served as campaign director for the Citizens' Republican Committee, the political organization of the city manager government advocates, made it clear in a statement issued yesterday that the appointment of Mr. Raitt did not meet with his approval.

Charges Discrimination
He charged there is an apparent discrimination on the part of the present administration against Rochesterians in municipal service. He asserts in his statement that Mr. Raitt could not get along with the administration of the city of Los Angeles and this brought a response from the new park director, expressing doubt as to Mr. MacSweeney's acquaintance with the facts.

"Mr. Raitt says he served without a single complaint under every commission from 1905 to 1925 and that he declined to play politics with a commission in that year, and resigned to do nation-wide survey work. He adds that three of the commissioners who opposed him have not been reappointed to public service, and concludes a brief statement with the statement that "my unwillingness to play politics in connection with my work in Los Angeles might have had a bearing on Mr. MacSweeney's statement."

MacSweeney Backed Slavin
Mr. MacSweeney advocated the appointment of Patrick Slavin, assistant superintendent of parks, who was second on the Civil Service list for director of parks.

Announcement of the appointment of Mr. Raitt by Commissioner Nier, with the approval of City Manager Story, brought forth the statement from Mr. MacSweeney in which he charges among other things that a capable Rochesterian has been passed over for a stranger armed with blue prints and blah, and that the city administration has a fellow feeling for carpet baggers."

Commissioner Nier was prevailed upon to make the Raitt appointment after various discussions with Mr. Story regarding qualifications of the candidates on the Civil Service list. The selection was subject to the City Manager's approval, and he urged the availability of Mr. Raitt because of his long experience in the field of recreational activities in parks and playgrounds. This phase of Rochester's park system, Mr. Story asserted in a statement, did not receive the emphasis that it properly might as a means of promoting public health.

In conjunction with the appointment of Mr. Raitt, a plan for enhancing the recreational facilities of Rochester's park system for public welfare and health was announced by Mr. Story. He said that the long experience of Mr. Raitt in the recreational phases of parks and playgrounds would be of great value in the development of the plan with view of preventing juvenile delinquency by attracting young people to playgrounds and parks, where they can have recreation under proper supervision.

"The fact that the city administration has a fellow feeling for carpet-baggers," said Mr. MacSweeney, "certainly does not justify it in passing over capable Rochesterians in order to hand over an important department to a gentleman who could not get along with the administration of the City of Los Angeles."

"When capability is demonstrated, Rochesterians should at all times be preferred for appointment in our city service. It is obvious that one who has been in contact with all citizens of all walks of life is better able to gauge Rochester sentiment than the stranger within our gates, even though the stranger be armed with blue prints and blah; the last especially. What incentive is there for the faithful public servant,

when, despite his proven ability, and despite the recommendations of our leading citizens, he sees himself passed over for one who is preferred for no other reason than that he is a friend of the approving power?"

"Passing strange, too, the development of such intense interest in our park and playground system on the part of the present City Manager. The Charter, which was produced under his direction, does not provide for either a bureau of parks or a director. Apparently our park and playground system was deemed unimportant until some outsider bobbed up who needed a job. Even if the omission were deliberate, it could only have been from the same motive."

"I do not charge the commissioner of public safety with this defiance of public opinion, and I am certain that the appointment does not appeal to his good judgment. The City Manager has veto power on appointments, but he apparently exercises it in the Department of Public Safety only. This is perhaps due to the fact that Commissioner Nier is a Rochester product, and so cannot be relied upon to prefer outsiders to Rochesterians."

"Since the present administration has been in office, I have not sought to interfere with it in any way, shape or manner, and this policy I propose to continue. There is, however, an apparent discrimination against Rochesterians in our municipal service, and against this I most emphatically protest."

CITY MANAGER LEAGUE MAY BE REVIVED HERE

Rumors of Reorganiza- tion Follow Denuncia- tion of Story by Mac- Sweeney.

By Paul Benton

On the heels of Leo Mac Sweeney's statement denouncing City Manager Stephen B. Story for his appointment of Charles B. Rait as director of parks come rumblings that the old City Manager League is not dead but only sleeping.

Whether the league will resume business under its old name or whether the group which formed the backbone of the organization will function again on the political battlefield under a new "nom d guerre" remains to be seen.

May Have Own Ticket

However, the fact remains, according to the rumors which are prevalent in political circles, that when the next primary election rolls around there is likely to be a distinct ticket in the field opposed to the slate which Har-

J. Barcham, county chairman of the Republican Party, is expected to present to the voters at the city's first non-partisan election.

Ever since the city manage-

government became an actuality. Jan. 1, 1928, there has been talk that some friendly political organ

New Director of Parks

City Manager Story linked the announcement of the appointment of Charles B. Raitt as director of parks with a statement of policy. "Rochester has for years," he said, "enjoyed her park system with its high horticultural standards. These standards are well established and will, of course, be maintained. But considerable work is yet to be done in the matter of improving that side of the Park Bureau administration relating to recreation."

The parks are the property of the people and should be developed so as to be of the greatest benefit to the greatest number. Whatever the new administration does in this direction will meet with hearty public approval.

Mr. Raitt has had a wide and varied experience in the park and recreation field, including a study of parks, playgrounds, athletic fields, beaches, and so on in 165 cities in 25 states, and also a recreational survey of the city of Rochester for the Council of Social Agencies.

Mr. Story vouches for him as "the type of public official that a modern city inevitably needs, and must have if public business is to be conducted on a modern plane." The theory of the city-manager charter is that the city manager shall have a free hand in making appointments, because responsibility for administration rests with him. Mr. Story evidently has a definite goal in mind in connection with the parks, and is the best judge of the qualifications essential in a park administrator for the achievement of that goal.

Neglect of the artistic and scientific side of the parks would be a serious mistake. Mr. Story and Mr. Raitt undoubtedly realize this and will see to it that there is no lowering of standards set up in the past in this direction. The new appointee is entitled to public support and co-operation in every effort to conserve the beauties of the parks and expand their practical value.

TOWN SCHOOLS CAN BE APART, WELLER AVERS

Charter Can Be Amended to Give Them Jurisdiction, Research Head Says

Because of opposition that has developed in some sections of the Towns of Brighton, Greece and Gates to the inclusion of town territory in the Rochester school district, as proposed in the Rochester school district bill, W. Earl Weller, director of the Bureau of Municipal Research, who co-operated in the drafting of the bill, said it was not compulsory for the towns to be included.

It was pointed out by Mr. Weller that, under the provisions of the bill, certain sections of the towns which are now sending their children to Rochester schools without cost would be included in the district and required to pay taxes. The estimated cost to the city is about \$6,000 a year. Mr. Weller said charter could be amended to give jurisdiction to the towns and they could be properly organized as a school district. It would have no effect on the legality of the bill, Mr. Weller believes. He declared that the members of the Board of Education would be elected by the entire district and that each voter in the towns would have equal representation with voters in the city in the selection of the board.

The Law Committee of the City Council will have a public hearing on the bill in connection with the session of the Council Monday evening.

M'BAIN GIVES SCHOOL BILL EXPLANATION

2 Objections Are Cited by Expert to Mentioning of Levy as Part of Two Per Cent. Tax Limit.

Howard Lee McBain, professor of constitutional law at Columbia University, explained why the proposed Rochester school bill does not contain a definite statement as to whether the school tax is to form part of the 2 per cent. city tax limit, or to be in addition to it, in a statement made to The Times-Union today.

Dr. McBain was consulted by the Board of Education and Bureau of Municipal Research in drawing up the bill.

He was asked the above question because there has been divergency of opinion as to whether the school tax would be included in the city tax limit and if so whether the city could use its full 2 per cent. for other purposes cutting off the school board with no money.

Dr. McBain's answer follows: "There are two objections to incorporating in the proposed school district bill an express declaration that the 2-10 of 1 per cent. shall be considered as a part of the 2 per cent. constitutional tax limit.

"The first is that this proposed bill is an amendment to the general education law. It would, it seems to me, be inappropriate to impose a limitation upon the city's taxing power in such a law. That, however, is not so important as is the second objection.

"The Constitution imposes a 2 per cent. tax limit. Prior to the adoption of home rule there was nothing to prevent the Legislature from lowering that limit if it chose to do so as applicable to any particular city or from dividing the limit between education and other city purposes. Since the adoption of home rule the Legislature has lost its power to enact special city laws, although it still has the power to enact special education laws.

"A law which expressly divided the 2 per cent. tax between education and other city purposes would be both an education law and a city law. The question might be raised, therefore, whether the Legislature had the power to enact such a special law.

"Feeling, as I do, so strongly that the Court of Appeals would declare this 2-10 of 1 per cent. to be included in the 2 per cent. limit it seems to me in consequence better not to write a statement to that effect specifically in the law."

BAKER DEFENDS ASH MEN'S PAY

Attacked by the Rochester Humane Society for alleged niggardly treatment of teamsters, as far as wages are concerned, the city, through Public Works Commissioner Baker, today replied that competition was largely responsible for low wage conditions under which ashes are collected.

An investigation showed the owner of an ash wagon and team of horses receives \$32 for four days work a week.

"Not alone are there more teams and horses than we can use at this rate, but we could get service for less at times," said Mr. Baker.

The complaint of the Rochester Humane Society in a resolution to City Manager Story was the teamsters received \$100 for their work that they were compelled to run their horses to and from ash dumps to save time, and only half feed them to make ends meet on the small allowance by the city for collections.

The society suggested that the city buy motor trucks to replace horse drawn dump wagons.

Historic Scrapbooks Collection

CITY MANAGER IS CALLED ASSET TO CINCINNATI

Taxpayers of Cincinnati have been saved \$30,000 a year in their city clerk's office alone since the institution of a city manager form of government three years ago, City Club members heard today from Murray Seasongood, fighting mayor of that city.

Unusual interest was shown in Mr. Seasongood's appearance here in view of the fact that Rochester's city manager only this week threw his gauntlet at the feet of local politicians and local pride by naming a Los Angeles man to head this city's park system. In Cincinnati, the mayor is head of the city government in fact as well as in name, with a city manager functioning in the "background."

THE REVERSAL OF CONDITIONS under city manager government in Cincinnati as compared with Rochester is due to the fact that by provision of the Cincinnati city charter he has authority to make a great many appointments, Mayor Seasongood said.

City auditor, one member of the Board of Education, the director of the University of Cincinnati, members of the Board of Health, the Rapid Transit Commission, the Park Board, the City Planning Commission and the Sinking Fund Trustees, all are appointed by the mayor of the Ohio city.

Cincinnati since 1925 has risen from the status of one of the worst governed to one of two best governed cities in the United States, the speaker said.

In a recent survey of American cities it and Berkeley, Cal., were given 95 per cent. ratings, the highest among cities in the country. MORALE WAS BAD.

"In 1925 the city government of Cincinnati had insufficient funds with which to carry on," Mayor Seasongood continued. "It had no real civil service, the morale of the police department was bad, graft was injected into the granting of city contracts."

"Since the institution of the city manager form of government every bond issue has carried. In the past three years there have amounted to \$20,000,000. By working with the county and with the Board of Education we are able to plan five years in advance for expenditures.

950 ACRE AIRPORT. "An airport of 950 acres is one of our accomplishments. Railroads, encouraged by the co-operation received from the city government, are erecting terminals at a cost of \$75,000,000."

"In the city clerk's office the total of salaries has been reduced by \$30,000 a year, yet we have 14,000 more employees than in 1925. A large part of the payroll, it was found, was going to hangers-on who did no actual work."

NIER NOT IN MOVE. Safety Commissioner Nier was to have participated in the affairs of the new club, but developments through the naming of Raitt were said to have placed him outside, at least for the time being.

The club would be well under way had its promoters not voted to await the naming of a park commissioner and decide whether a disavowal of the City Hall forces would be necessary.

Republican regulars "enjoyed" the naming of Raitt as park commissioner, in the face of the sentiment for a local man, and were jubilant over the MacSweeney break with the City Hall administration.

Charles E. Bostwick, Tenth Ward leader, who, some months ago, was to be made the object of a ward fight led by MacSweeney, predicted there would be no important insurgents by November and the Republicans would all be together with Harry J. Baram, as leader. BOSTWICK SPEAKS.

Mr. Bostwick, whose departures and returns to the Republican organization, have established him as a champion at forgiving and forgetting, said he believed MacSweeney, like himself, would soon "return to the fold."

"Mac's all right," said Bostwick. "You can't blame him for kicking. This gang in the City Hall is doing every day just what they charged politicians with doing, but which the politicians didn't have the courage to do."

FRAMED POSITIONS. "They have framed up and framed to fill positions in the hall, and on top of it have shouted of their 'open and above board actions.' "Mac is a useful fellow and we won't have any trouble getting along."

The MacSweeney insurgents were expected to lead a fight for the re-nomination of Councilmen Goodwin, Flynn and Adler in the event that the Republican regulars stand against them in the nonpartisan primary.

WILL RUN AGAIN. What the regulars would do was a question today. There was a report that Mr. Flynn would not seek another term.

Both Messrs. Adler and Goodwin expected to run, their friends said. Mayor Wilson, who is accepted as a Republican regular, was expected to influence Harry J. Baram, county chairman, to endorse Mr. Adler, but that he would was doubted.

his would mean there would be some members of the present City Council who need help in a political fight which appeared certain, regardless of the nonpartisan election features of the city government.

Whether he would rally to their aid, Mr. MacSweeney said could not be told at this time.

NEW CLUB HEADED BY MILLER

Despite his disavowal of City Manager Story and all of the city manager's administration responsible for the naming of Charles B. Raitt as park commissioner, there was every indication today that Leo A. MacSweeney, Republican insurgent leader, would not surrender his independent political position, or his so-called "little army" of workers, to the Republican regulars, led by Harry J. Baram, county chairman.

Plans for a new club, with a social front and a political background, were being advanced, with announcement of organization likely to come next week with the return of Charles W. Miller, past exalted ruler of the Elks, from New York.

According to reports he has already been "elected" president. The claim is that 600 young Republicans and Democrats, most of them Al Smith supporters last Fall, have enrolled, or promised to, OUT DURING LENT.

"So far as I am personally concerned I guess I shall abstain from city politics, at least during Lent," said Mr. MacSweeney today.

"All I can learn is that the great majority of Rochester approves of my stand against delivering our municipal affairs wholesale into the hands of carpet baggers."

"As to the club which is being formed by some of my friends, that is social so far as I am concerned and designed to keep a lot of good fellows together. Its future politically must be awaited."

MacSweeney workers promoting the new club include Patrick H. Galvin, organizer of the Moose and a Democrat; James Gallivan, World War veteran and a prominent legion organizer; Acton Langslow, a Republican and World War

BATH HOUSES FIRST JOB, SAYS RAITT

New Park Head Agrees with Councilman Goodwin That Need Is Imperative

One of the first projects to be undertaken by Charles R. Raitt, director of parks, in increasing the recreational facilities of Rochester's park and playground system, is the development of the lakefront parks, Ontario Beach and Durand-Eastman.

In a conference with George J. Nier, commissioner of public safety, and City Manager Stephen B. Story, it was decided that this was one of the major projects in the park program.

Indorses Goodwin's Views. Councilman Harry C. Goodwin has advocated the construction of a new bath house at Ontario Beach Park and has brought the matter before the Council and made inquiry of Mr. Story of the cost of replacing the antiquated frame cottages with a modern structure. Mr. Raitt agrees with Councilman Goodwin that a new bath house at Ontario Beach Park is one of the most pressing needs in the program for developing the lake front parks, and on his return to Rochester from Los Angeles, he inspected the bath houses in Chicago and Cleveland.

Councilman Goodwin said Rochester has one of the finest bathing beaches in the United States at Ontario Beach Park, with no sanitary or suitable accommodations for bathers, and he said that the construction of a bath house of modern design would meet with the approval of thousands of persons who would like to avail themselves of the recreational facilities the beach affords in hot weather. He said that the decision of the three officials in agreeing with his contention is gratifying, and that they would have his fullest co-operation.

Nier Suggests de Luxe Service. Mr. Raitt in his survey of recreational facilities of 165 cities has inspected a number of bath houses, and he is astonished both Commissioner Nier and City Manager Goodwin.

Continued on Page 14

While it may take an act, such as introduction of an ordinance amending the City Charter as proposed by Mr. Duran, to start the ball rolling in the Council over the appointment, it is confidently expected that reference to this controversy in the council will be made long before that time. In fact, next Monday night's meeting will see a clear cut lineup in that body in keeping with the statements made today.

Just what attitude Mayor Wilson will take in this fight is a matter of speculation and almost importance to the administration. He has stuck to his city manager position and promises and it is not believed he will deviate in this case. However, his opinion is expected to be along the lines of Mr. Goodwin's in that he would have preferred the appointment of a Rochester man.

There is not sufficient strength opposed to Mr. Story in the Council to cause a shakeup in the administration, but all things point to one of the most bitterly fought political campaigns in the city's history.

Neither Mr. Story nor Mr. Nier would express an opinion as to Mr. MacSweeney's statement. They are sitting back and watching the show with the attitude of confidence that Mr. Raitt will administer his office efficiently and to the best interest of the city, thereby answering Mr. MacSweeney's attack at least in part.

While Mr. Duran stated that he felt a man should have been a resident of Rochester for at least five years before appointed to an office, he said this time might be too long, but that one provision should be enforced rigidly, that a man could not hold a municipal office unless he is a resident of the city.

It might be noted, Mr. Seasongood turned to the army and obtained Colonel Clarence O. Sheil, an engineer, who has since exceeded the expectations of even the founders of the new government.

accruing to such corporations.

SELECTING OUTSIDERS IS OPPOSED

Duran Threatens To Seek Charter Amendment as Result of Naming of Raitt to Park Post—Adler Supports Story.

By Arthur H. Crapsey. Far from serene at best, the equanimity of the City Council today is threatened as never before with the declaration by Councilman William F. Duran that, unless "appointment of out-of-town city positions by the city ceases" he will bring up the city charter for amendment.

Seven of the council members, in an opinion regarding the appointment of Charles B. Raitt to the park post, showed three to four to one opposition to the city manager's selection.

Two of the city council members, George J. Nier and George J. Nier, are in the city manager's selection.

Resident men who are in the city manager's selection.

MacSweeney Leadership. MacSweeney's leadership in the city manager's selection.

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Leaders In Politics Astir Over Break Of Story, MacSweeney

Speculation Centers on Effect Sudden Clash Will Have on Political Fortunes of the Group Now in Control of the Municipal Government.

By Charles E. Wetch. Republican organization leaders and workers today were speculating on the effect Leo A. MacSweeney's break with City Manager Story will have on the political fortunes of the group which is now in control of the municipal government.

They are endeavoring to figure out among themselves just how far-reaching in its political effect this sudden, but not unexpected, severance of civic relations is going to be.

MacSweeney successfully sign a feint of the city manager's selection.

MacSweeney's leadership in the city manager's selection.

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CITY MANAGER LEAGUE MAY BE REVIVED HERE

Rumors of Reorganization Follow Denunciation of Story by MacSweeney.

By Paul Benton. On the heels of Leo MacSweeney's statement denouncing City Manager Stephen B. Story for his appointment of Charles B. Raitt as director of parks come rumors that the old City Manager League is not dead but only sleeping.

Whether the league will resume business under its old name or whether the group which formed the backbone of the organization will function again on the political battlefield under a new "nom de guerre" remains to be seen.

May Have Own Ticket. However, the fact remains, according to the rumors which are prevalent in political circles, that when the next primary election rolls around there is likely to be a distinct ticket in the field opposed to the slate which Harry J. Baram, county chairman of the Republican Party, is expected to present to the voters at the city's first non-partisan election.

Ever since the city manager government became an actuality Jan. 1, 1928, there has been talk that some friendly political organization would have to be formed eventually. There is considerable evidence that the same group which objected to nomination of a council by James L. Hotchkiss and his friends in 1927, will entertain the same objections to a council slate nominated by Mr. Baram and his associates in 1929.

How far the plans of the group which hopes to function in the next campaign have been developed remains to be seen.

The City Manager League was formed originally to carry on the charter campaign in 1925 and its first work was to sign up some 60,000 voters in favor of the new proposal. This was done by means of an extensive, efficient, volunteer organization.

The league continued in existence after the adoption of the new charter, sending that sooner or later, judging by the experience of other city manager cities, it would be compelled to do battle with the regular political forces for control.

This battle became virtually certain about Jan. 1, 1927, and the league's executive committee began holding frequent meetings to prepare for the fray.

Group Anti-Hotchkiss. About this time the Citizens' Republican Committee came into existence, headed by Mortimer Miller, Joseph C. Wilson, Leo MacSweeney and others. The committee was more anti-Hotchkiss than it was pro-league, in the opinion of most, but ably managed and well financed, it succeeded eventually in imposing its will to a marked extent upon the league, although it worked with that organization to the extent of naming only such candidates for the primaries as had received the approval of the league.

The primary resulted in a complete victory for the committee and its league-endorsed candidates. All were elected later at the general election.

However, the league was generally held to have lost much of its moral authority through compromises with the insurgent committee, and after the election, dropped from sight with startling rapidity.

Now that the insurgents are so hopelessly divided that they remain scarcely a factor, the original league group is working to reorganize.

until July, was 3 per cent of the levy.

COUNCIL LAW COMMITTEE HEARING LARGELY ATTENDED

154 CITY PROBES APPOINTING OF H. O. FAY

Council Hears Charge That
Smoke Inspector Was Not
Qualified to Take Tests

COMMITTEE TO REPORT

Mayor Back After Florida
Trip Leads Session When
Study Is Ordered

The circumstances under which Harry O. Fay was appointed smoke inspector will be investigated by the Personnel Committee of the City Council as the result of a resolution adopted last evening. Councilman Nelson A. Milne presented a resolution directing the Personnel Committee to inquire into the appointment of Fay and to report back on his qualifications and the legality of the appointment. This resolution was adopted by a vote of six to one, the opposing vote being by Councilman Harry C. Goodwin.

In supporting his resolution, Councilman Milne asserted after reading the qualifications set forth in an advertisement for the Civil Service examination for smoke inspector, that Fay did not receive his second class engineer's license until after the examination, although it was provided that the candidate must be an engineer of that class before taking the examination. He also charged that three other candidates took their examination in one room, and that Fay was not present, and the Civil Service regulations provide that all applicants must be examined in the same room, according to Councilman Milne.

Councilman Goodwin said that in the absence of City Manager Stephen B. Story, who was away on business for the day, that the matter should be deferred until his return. This request brought sharp response from Councilman Joseph H. Guzzetta who said that the investigation was one within the province of the Council and did not concern the city manager. Vice-Mayor Adler said that he was in favor of the resolution and said that while he hadn't the remotest idea what the entire matter was about he believed that it was something that should be investigated fully and saw no occasion for delay. This view prevailed in the voting. The Personnel Committee is made up of Councilman Guzzetta, chairman; Councilman William S. Duran and Louis Foulkes. The position of smoke inspector pays \$1,800 a year. The appointment is made by John G. Ellendt, superintendent of buildings. The investigation concerning the certification of the Civil Service Commission and its method of qualifying Fay.

Mayor Joseph C. Wilson, who returned yesterday from a three-weeks' visit to Florida, presided at the session. In the absence of Mr. Story his place was taken by Harold W. Baker, commissioner of public works. A communication was received from the Vassar Club of Rochester urging the necessity for immediate construction of a central library. On the motion of Councilman Duran, after a public hearing, action on Norton Street asphalt pavement and walks was indefinitely postponed. Upon the favorable report of the City Planning and Zoning Committee read by Councilman Chester A. Peake, the Council adopted a resolution changing the name of Scheib Street to Redwood Road.

It was also voted to have a concrete pavement and sewer in Pearce Street and a concrete pavement in Westmoreland Drive. There was a large amount of routine business concerning the settlement of minor claims and the purchase and sale of small parcels of property.

Council May Probe All Appointments By Administration

But Officials Declare City Smoke Inspector Appointment, Now Under Scrutiny and Basis of Threatened Investigation, Is Above Board.

While a council investigation of all appointments based on civil service ratings became a possibility today, the specific case under scrutiny, the appointment of Harry O. Fay, city smoke inspector, was declared open and above board.

The council last night adopted a resolution directing its personnel committee to investigate the appointment and examination of Mr. Fay. Councilman Nelson A. Milne, who introduced the resolution, admitted Fay's appointment investigation might precipitate a wider inquiry.

"If it is proved there were no irregularities in the Fay case, the matter will rest there," he declared. "But information of alleged irregularities is sufficient to warrant investigation and if the charges are sustained the inquiry should be extended."

The examination in question was conducted last July, and Fay, fourth on the list, was appointed over Joseph McVey and Harold F. Fogarty. Albert Gasman, first on the Civil Service list, was appointed also.

Examination in Another Room. Another point raised was that Fay was allowed to take his examination in another room from that in which the other candidates took their tests, and a further charge is made Fay was not a licensed second-class engineer when he took the examination, as required.

Officials of the Civil Service Commission and Commissioner of Public Works Harold W. Baker declared the examination and appointment of Fay was entirely regular. Fay, it was declared, was allowed to take the tests because he had applied for his engineer's license, and under such circumstances the commission was permitted to examine him. His papers were marked "license pending" and were not marked until after he received his license, it was said. As to Fay's taking the examination alone, it was explained there was some confusion as to the hour of the tests and Fay arrived late and was examined after the other candidates had completed their work.

Commissioner Baker said Fay had been appointed by John Ellendt, superintendent, with his approval, after receipt of an eligible list from the Civil Service Commission, which gave the names of Gasman, McVey, Fogarty and Fay. "I understand," said Mr. Baker, "McVey waived appointment as he held an engineer's post with the city, and a jump of Fogarty was made to reach Fay, whom Mr. Ellendt wished to appoint rather than Fogarty. The law was adhered to as far as we are concerned."

Question has also been raised whether the council has power to investigate civil service appointments. In certain quarters it was stated only the State Commission could review acts of the local commission.

Confidence in Commission. Mayor Joseph C. Wilson said he cannot conceive of any irregularities being allowed by the commission. He said he has great confidence in the commission, and is convinced the investigation will show no breach of regulations.

"Should the Fay investigation disclose irregularities it is the duty of the council to determine whether the commission is at fault."

Estimates on the cost of concrete pavement and sewer on Irvington Road and of concrete pavement on Waldo Street were presented, that for Irvington Road was \$41,000, and that for Waldo Street \$12,500.

Street Name Changed By Council Measure

The name of Scheib Street was changed to Redwood Road, when the council acted on a report of the city planning and zoning committee.

City Won't Push Bill For School Tax Plan After Towns Protest

Law Committee of Council Not Expected to Recommend Any Immediate Steps—Brighton Objects Unqualifiedly, Others Ask For Delays.

By Arthur H. Crapsy
The proposed Rochester School District was pushed more remotely into the future today when it became generally understood in municipal circles that the city will not press action on the bill at the present session of the State Legislature.

It was indicated today that the law committee of City Council, which has the proposal for an enlarged and all-inclusive school district under consideration, will not recommend to that body any immediate step in that direction.

Concerted objection to the bill, without further postponement and investigation, was raised at a hearing on the subject in City Hall last night by representatives of the towns of Brighton, Greece and Gates.

Brighton opposes the bill unqualifiedly and Greece and Gates urged the council to delay action of the Legislature. Supervisor William G. Schmitt of Greece made an additional request that the people of the town be given opportunity to express their sentiments in a referendum.

In fact the school district bill stood as an unclaimed wif before the Law Committee, neither the Board of Education, nor the Bureau of Municipal Research which prepared the measure, appearing as sponsors or opponents. To the knowledge of the committee, no representative of the Board of Education was present, and although representatives of the Bureau of Municipal Research attended the hearing they refrained from expressing an opinion except in answer to two questions by Councilman Goodwin.

Asked as to his impression following the hearing, Councilman and Vice-Mayor Isaac Adler, chairman of the Law Committee, said that he was extremely disappointed in the fact that one section included was now one of the most residential districts of the city.

"Some of the people of Brighton feel that Rochester agreed to allow the children to attend city schools free and should be willing to bear this burden in view of the benefits of parts of the town," Mr. Keating said. "Others of the town believe that the city made a bad bargain and should be relieved."

"But on one point all of Brighton is united," he declared. "We do not want to be annexed to Rochester or included in a Rochester School District. We stand willing to have that section of the law relating to Brighton children attending Rochester Schools free of charge repealed if the city will pay the town for the schools taken over by the city in the annexation process. The city line and city school district would be co-terminous, and the town could tax its own residents in support of its own schools."

Mr. Adler raised a question as to whether the city would pay the full price of the schools to the town. He pointed out that part of the people in the annexed sections had already paid for their share of those schools.

Mr. Keating said he thought the city should pay the entire cost, but that probably an equitable arrangement could be arrived at.

Supervisor Schmitt of Greece said two separate annexations of sections of Greece to the city of Rochester had resulted in reduction of the assessed valuation of the town from \$11,076,890 in 1915 to \$4,296,276 in 1919. A further loss of \$2,000,000, he said, would be a corporation tax which, in 1918, amounted to \$125,751, and dropped to \$150 in 1919.

In 1918, according to Mr. Schmitt, the town, county, and state tax rate of Greece was but \$6.22 per \$1,000 and following the second annexation of Greece property by the city, it jumped to \$12.62 and in 1920 to \$14.60 per \$1,000.

Mr. Schmitt said, "and this property includes the Eastman Kodak plant with an assessed valuation of about \$12,000,000."

"Gentlemen, if we were getting a

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Reclaiming 1,000-Acre Marsh and Port Construction Is General Langton's Topic

TEN-MILE WATERFRONT

Port Development Cited by Canadian Commissioner at Conference in Chamber

How Toronto developed its present lake harbor, giving to the city land where water once was and a harbor where once there was only a lake front was told yesterday noon by Brigadier-General Joseph G. Langton, general manager of the Toronto Harbor Commissioners, in an address at the Chamber of Commerce. General Langton was accompanied by Thomas Jenkins, chairman of the commissioners.

The meeting was sponsored by the Chamber of Commerce Port of Rochester Committee, the Rochester Engineering Society and the Rochester Society of Architects. Members of the City Harbor Advisory Board were present.

Confers With Harbor Board. Those at the speakers' table with General Langton and Mr. Jenkins included Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, George R. Newell, chairman of the Chamber committee; Frederick S. Miller, Chamber president; Harry C. Stevenson, chairman of the Harbor Advisory Board; Roland R. Woodward, executive vice-president of the Chamber, and O. Laurence Arnevin, secretary of the Rochester Engineering Society.

After the noon address General Langton and Mr. Jenkins conferred with members of the Harbor Advisory Board, the engineering and architectural societies and the Port of Rochester Committee at the Hotel Seneca, giving added information on work in Toronto.

General Langton said that he was here not in an advisory capacity nor as an expert consultant, but merely as a layman telling of work done in his city. His address was illustrated with stereopticon slides.

General Langton outlined the growth of Toronto harbor, with a waterfront of 10 miles, since the harbor commissioners were appointed in 1911. The board is composed of five members, he said, serving without remuneration. Three are appointed by the city council and two by the federal government. One of those two is nominated by the Toronto Board of Trade.

Thousands-acre Marsh Reclaimed. "Development industrially along the waterfront," said the general, "and reclamation of lands by the Harbour Commissioners have given the city of Toronto a business assessment of approximately \$15,000,000, and taxes this year of about \$500,000."

The speaker described how 1,000 acres of marshland were reclaimed, giving in return a ship channel, turning basin and many acres of land for industrial development and construction of wharves. He explained also the breakwater and beach system in his city.

Toronto is the only city on the continent, he believes, whose harbor commission administers railroad and water traffic, industrial sites and recreational activities.

Charles B. Bechtold, attorney for the town of Gates, said this town had lost two modern schools through annexation in 1918. He said some people of the town took a selfish attitude and felt the city should be compelled to continue its free education, but others were not of the same opinion. He asked for further consideration before the council recommended action by the Legislature.

Councilman Goodwin asked Earl Weller, director of the Bureau of Municipal Research, if Dr. Howard Lee McBain, professor of constitutional law at Cornell University, who prepared the school bill for the bureau, would appear before the law committee. Mr. Weller said he did not believe so unless the legality of the bill were questioned.

STREET SIGNS STRESS DRIVE ON CITY PLAN

'Where Do We Go From Here' Slogan Placarded at Dead End of Broad and Andrews Streets.

"Where do we go from here?" With this slogan applied to the "dead-ends" of two streets, the Rochester District Improvement Association today put its campaign for a city plan into the public gaze. Two large signs were erected this morning, one on the Osborne House facing Broad Street, on South Avenue, and the other opposite the end of Andrews Street on State Street. They tell the motoring public: "This is the end of Broad Street (and Andrews Street). Where do we go from here?"

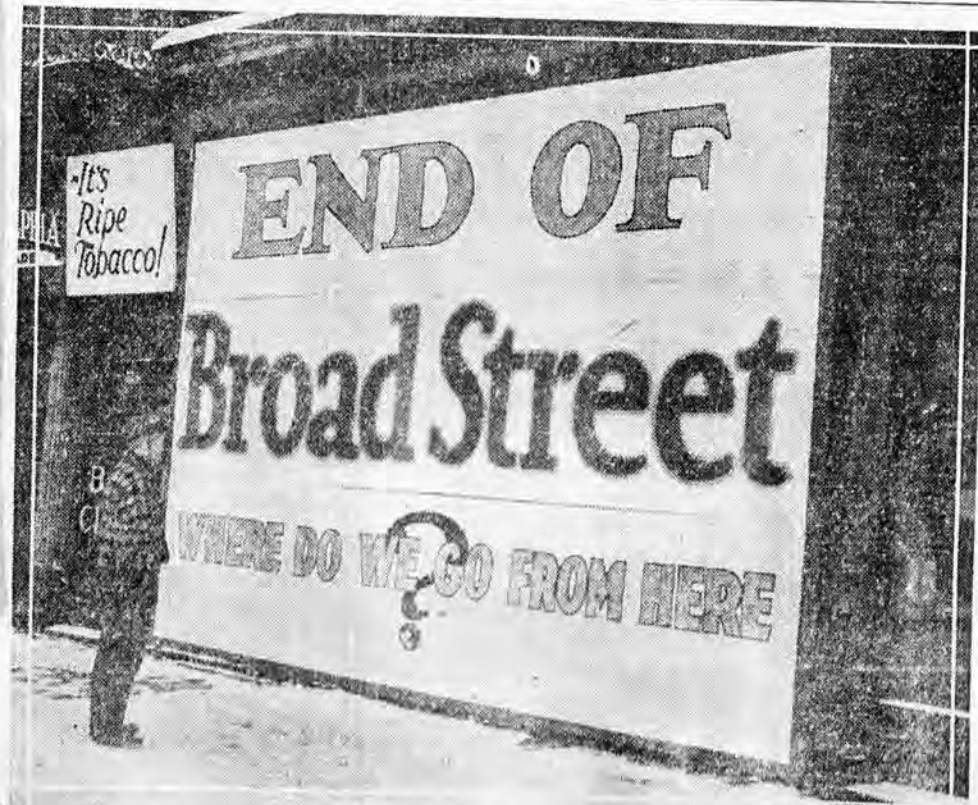
They are intended to bring graphically to the minds of drivers approaching the "dead-end" intersections the desirability of extending these streets straight ahead, as projects for an organized city plan towards which the association is working.

In a statement issued simultaneously with erection of the signs, Harry W. Bloss, secretary of the association, explained their purpose as "to arouse public sentiment in Rochester for a city plan." The first objective of the group, he declared, is adoption of a plan, rather than the individual extension of any one street.

"As we see it, such a plan must include Mortimer Street as a parallel street, widening and extension of Andrews Street, and similar improvement of other central streets as traffic arteries, as well as the proposed Broad Street extension."

The two signs will remain to confront motorists for about two weeks. Mr. Bloss said, possibly then to be replaced by others.

Don't Jump! This Doesn't Mean Detour—Yet



Motorists driving east on Broad Street or west on Andrews today saw signs of this ilk looming before them at the "dead-end" corners. They are a manifestation of the Business District Improvement Association's campaign to stir public opinion in favor of a city plan, and to get these two streets, as well as others, extended.

COUNCIL WILL PROBE STORY CIVIL SERVICE

Goodwin Tries To Hush Up Milne's Motion but Meets Failure

SCHOOL HEARING

Vassar Club's Letter Is Snubbed by Goodwin Demand

That the Rochester city administration headed by Stephen B. Story, manager, may not have observed the provisions of the state civil service law with that devotion which the advocates of New York demand, was indicated Monday night at the city council meeting, when Councilman Milne demanded that the personnel committee probe the appointment of Harry O. Fay as "smoke inspector." The council voted to adopt Mr. Milne's resolution.

Opposed to the motion was the inevitable Councilman Goodwin, who undertook to act as foster-father to the Story interests during the absence in parts unknown of the city's manager. He opposed stoutly the probing of the Fay appointment, and gave as his principal reason the fact that the city manager was absent. To this he added some foggy statements relative to certain powers which the charter was said to give the city manager in the power of appointments but Mr. Milne refused to be impressed by anything Goodwin had to say, and in his motion was seconded by Councilman Guzzetta.

The proponents of the motion told Mr. Goodwin that Mr. Story's presence or absence made no difference whatever, and furthermore vouchsafed the opinion that there was nothing in the charter that gave the city manager any power whatever over the council. The manager, at was in the news, they declared, was hired for the purpose of carrying into execution the council's ordinances and not dependence of the council for the purpose of making the ordinances.

Following the adjournment of the council a hearing was held on the proposed measure to include parts of Brighton, Greece and Gates in a new Rochester school district. Attorney Kenneth B. Keating of Brighton, appearing for the town, stated that Brighton opinion was firmly opposed to annexation of any part of the town of Rochester or to the inclusion of any part of the town in a Rochester school district.

Greece was represented by Supervisor William F. Schmitt who was seconded by Frank B. Dobson, former supervisor, and who asked that no steps be taken to include Greece in a school district until some referendum had been held whereby the opinion of Greece residents might be accurately gauged. Mr. Dobson pointed out that Greece was engaged in a rather extensive improvement program and that any alteration in the financing of the town should be carefully considered.

Attorney Charles B. Bechtold appeared for Gates. He said that Gates had lost two valuable schools to Rochester by annexation, and that township opinion was much divided, as in Brighton, on the question of extending the city's educational control any further into Gates.

Briefs were submitted by towns and the council told representatives that the city legislative committee was not committed to the district project and consider the results of the town with care.

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Council Hears Charge That Smoke Inspector Was Not Qualified to Take Tests

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Mayor Back After Florida Trip Leads Session When Study Is Ordered

The circumstances under which Harry O. Fay was appointed smoke inspector will be investigated by the Personnel Committee of the City Council as the result of a resolution adopted last evening. Councilman Nelson A. Milne presented a resolution directing the Personnel Committee to investigate the appointment of Fay to the position of smoke inspector. Fay had been appointed on July 1, and his first examination was held on July 15. Fay had been in the city for some time before his appointment, and his appointment was made without any public notice or examination.

In supporting Councilman Milne's resolution, an advertisement in the Evening Bulletin stated that Fay had been in the city for some time before his appointment, and his appointment was made without any public notice or examination. Fay had been in the city for some time before his appointment, and his appointment was made without any public notice or examination.

Councilman Goodwin said that the absence of City Manager Stephen B. Story who was away on business for the day that the matter should be deferred until his return. This request brought sharp responses from Councilman Joseph H. Guzzetta who said that the investigation was within the province of the Council and did not concern the City Manager. Vice-Mayor Adler said that he was in favor of the resolution and said that while he hadn't the remotest idea what the entire matter was about he believed that it was something that should be investigated fully and saw no occasion for delay. This view prevailed in the voting. The Personnel Committee is made up of Councilman Guzzetta, chairman; Councilman William S. Duran; and Councilman Louis F. Foulkes. The position of smoke inspector pays \$1,800 a year. The appointment is made by John G. Elenat, superintendent of buildings. The investigation concerns the certification of the Civil Service Commission and its method of qualifying Fay.

Mayor Joseph C. Wilson returned yesterday from his trip to Florida. He was accompanied by Councilman William S. Duran and Councilman Louis F. Foulkes. The Mayor returned to the city on Saturday morning and was met by Councilman William S. Duran and Councilman Louis F. Foulkes. The Mayor returned to the city on Saturday morning and was met by Councilman William S. Duran and Councilman Louis F. Foulkes.

Councilman Penke introduced ordinances for a concrete pavement and sewer in Rossett and Emerson road. Councilman Duran filed a remonstrance against an asphalt pavement in Norton Street and a petition for a concrete pavement in Norton Street. Councilman Milne filed a petition for a concrete pavement and sewer in Pearce Street and a concrete pavement in Westmoreland Drive. There was a large amount of routine business concerning the settlement of minor claims and the purchase and sale of small parcels of property.

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Objections Filed To Paving Plans Taxpayers of the Norton Street district appeared to object to immediate paving of that thoroughfare with asphalt. The paving was postponed until the new sewer was built. The paving was postponed until the new sewer was built.

Estimates on Costs Of Sewer Work Given Estimates on the cost of concrete pavement and sewer on Irvington Road and of concrete pavement on Waldo Street were presented by the City Engineer. The cost for Irvington Road was \$44,000, and that for Waldo Street \$12,000.

Street Name Changed By Council Measure The name of Scheib Street was changed to Redwood Road, when the council acted on a report of the city planning and zoning committee.

Harbor Work Tax Plan ns Protest

Council Not Expected to Immediate Steps—Unqualifiedly, for Delays.

The Harbor Work Tax Plan is being pushed by the City Council. The plan is to raise the tax on property in the harbor area. The plan is to raise the tax on property in the harbor area.

Local Improvement Measures Approved Local improvement measures passed last night were for improvement of Netherland Road, asphalt pavement, walks and sewers; Diamond Place, asphalt pavement; Raleigh Street, asphalt pavement; and for construction of the University District outlet sewer No. 2.

TAXICAB WAR CONTINUES AS CITY PONDERES Officials Trying To Decide

The Town of Brighton was represented by Kenneth B. Keating, town attorney; Greece, by Supervisor Schmitt and Frank Dobson, and Gates, by Charles B. Bechtold, town attorney. Mr. Keating discussed the annexation of the town of Brighton and the provision of the Education Law which says that Rochester must allow districts partially destroyed by annexation to attend Rochester schools.

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While a council investigation of all appointments based on civil service ratings became a possibility today, the special case under scrutiny, the appointment of Harry O. Fay, city smoke inspector, was declared open and above board.

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"If it is proved there were no irregularities in the Fay case, the matter will rest there," he declared. "But information of alleged irregularities is sufficient to warrant investigation and if the charges are sustained the inquiry should be extended."

The Personnel Committee was in session last night at the City Hall. Councilman Nelson A. Milne presented a resolution directing the Personnel Committee to investigate the appointment of Fay, who introduced the resolution, admitted Fay's appointment investigation might precipitate a wider inquiry.

Another Room was raised was that to take his room from her candidates. A further investigation was not a lie when Milne, as representative of the Public Works Committee, and a representative of the Personnel Committee, were in session last night at the City Hall. Councilman Nelson A. Milne presented a resolution directing the Personnel Committee to investigate the appointment of Fay, who introduced the resolution, admitted Fay's appointment investigation might precipitate a wider inquiry.

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Councilman Goodwin said that the absence of City Manager, Stephen B. Story who was away business for the day that the matter should be deferred until his return. This request brought sharp responses from Councilman Joseph H. Guzzetta who said that the investigation was one within the province of the Council and did not concern the city manager. Vice-Mayor Adler said that he was in favor of the resolution and said that while he hadn't the remotest idea what the entire matter was about he believed that it was something that should be investigated fully and saw no occasion for delay. This view prevailed in the voting. The Personnel Committee is made up of Councilman Guzzetta, chairman; Councilman William S. Durnan and Louis Foulkes.

The position of smoke inspector pays \$1,800 a year. The appointment is made by John G. Ellend, superintendent of buildings. The investigation concerns more the certification of the Civil Service Commission and its method of qualifying Fay.

Mayor Joseph C. Wilson returned yesterday from a trip to Florida. He was in session last night at the City Hall. Councilman Nelson A. Milne presented a resolution directing the Personnel Committee to investigate the appointment of Fay, who introduced the resolution, admitted Fay's appointment investigation might precipitate a wider inquiry.

Objections Fled To Paving Plans

Taxpayers of the Norton Street district appeared to object to immediate paving of that thoroughfare with asphalt. They said that it be postponed until the new sewer built now.

Councilman William F. Durnan, sponsor of the ordinance for this improvement, asked its indefinite postponement in view of the objection, and his request was granted.

Estimates on Costs Of Sewer Work Given

Estimates on the cost of concrete pavement and sewer on Irvington Road and of concrete pavement on Waldo Street were presented, that for Irving Road was \$44,000, and that for Waldo Street \$12,500.

Street Name Changed By Council Measure

The name of Schetb Street was changed to Redwood Road, when the council acted on a report of the city planning and zoning committee.

Councilman Peake introduced ordinances for a concrete pavement and sewer in Rosier and Elmerton road. Councilman Durnan filed a remonstrance against an asphalt pavement in Norton Street and a petition for a concrete pavement in Norton Street. Councilman Milne filed a petition for a concrete pavement and sewer in Pearce Street and a concrete pavement in Westmoreland Drive. There was a large amount of routine business concerning the settlement of minor claims and the purchase and sale of small parcels of property.

will co-operate

Push Bill Tax Plan ns Protest

Council Not Expected to Immediate Steps — Unqualifiedly, or Delays.

Crapsey School District was pushed are today when it became official circles that the city will at the present session of the council for an enlarged and consideration, will not recommend a step in that direction.

The law committee of City Council has been working on the bill for an enlarged and consideration, will not recommend a step in that direction.

town property tax on this \$30,000,000 you took from us, and also getting that corporation tax which you are now receiving, which was \$125,000 ten years ago, and heaven only knows what it is today, we could build a college in the town of Greece today."

Mr. Schmitt held that the town of Greece has paid, and paid well, for the "so-called free tuition." He said the proposition of schooling the children of Greece districts was made by the city, that the provision of the law was drawn in City Hall and its "back" by the city.

hearing. He said that he had hoped that there would be a thorough discussion of the bill. The representatives of the towns merely voiced their objections and there the hearing closed.

The Town of Brighton was represented by Kenneth B. Keating, town attorney; Greece, by Supervisor Schmitt and Frank Dobson, and Gates, by Charles B. Bechtold, town attorney. Mr. Keating discussed the annexation and the provisions of the Education Law which says that Rochester must allow children residents of parts of school districts partially destroyed by annexation to attend Rochester schools.

Some of the people of Brighton feel that Rochester agreed to allow the children to attend city schools free and should be willing to bear this burden in view of the fact that the city derived from annexation the bulk of the tax of the town. Mr. Keating said that the town believe that the city made a bad bargain and should be relieved.

"But on one point all of Brighton are united," he declared. "We do not want to be annexed to Rochester. We stand willing to have that section of the law relating to Brighton children repealed. We want the city to pay the charge for the schools taken over from the town of Greece."

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HARBOR WORK TORONTO DID IS TOLD HERE

Reclaiming 1,000-Acre Marsh and Port Construction Is General Langton's Topic

TEN-MILE WATERFRONT Port Development Cited by Canadian Commissioner at Conference in Chamber

How Toronto developed its present lake harbor, giving to the city land where water once was and a harbor where once there was only a lake front was told yesterday noon by Brigadier-General Joseph G. Langton, general manager of the Toronto Harbor Commissioners, in an address at the Chamber of Commerce. General Langton was accompanied by Thomas Jenkins, chairman of the commissioners.

The meeting was sponsored by the Chamber of Commerce Port of Rochester Engineering Society and the Rochester Society of Architects. Members of the City Harbor Advisory Board were guests.

Confers With Harbor Board

Those at the speakers' table with General Langton and Mr. Jenkins included Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler, George R. Newell, chairman of the Chamber committee; Frederick S. Miller, Chamber president; Harry C. Stevenson, chairman of the Harbor Advisory Board; Roland B. Woodward, executive vice-president of the Chamber, and O. Laurence Argonne, secretary of the Rochester Engineering Society.

After the noon address General Langton and Mr. Jenkins conferred with members of the Harbor Advisory Board, the engineering and architectural societies and the Port of Rochester Committee, at the Hotel Seneca, giving added information on work in Toronto.

General Langton said that he was here not in an advisory capacity but merely as a layman telling of work done in his city. His address was illustrated with stereopticon slides.

General Langton outlined the growth of Toronto harbor, with a waterfront of 10 miles, since the harbor commissioners were appointed in 1911. The board is composed of five members, he said, serving without remuneration. Three are appointed by the city council and two by the federal government. One of the two is nominated by the Toronto Board of Trade.

Thousand-acre Marsh Reclaimed

"Development industrially along the waterfront," said the general, "and reclamation of lands by the Harbour Commissioners have given the city of Toronto a business assessment of approximately \$15,000,000, and taxes this year of about \$500,000."

The speaker described how 1,000 acres of marshland were reclaimed, giving in return a ship channel, turning basin and many acres of land for industrial development and construction of wharves. He explained also the breakwater and beach system in his city.

Toronto is the only city on the continent, he believes, whose harbor commission administers railroad and water traffic, industrial sites and recreational activities.

Charles B. Bechtold, attorney for the town of Gates, said this town had lost two modern schools through annexation in 1918. He said some people of the town took a selfish attitude and felt the city should be compelled to continue its free education, but others were not of the same opinion. He asked for further consideration before the council recommended action by the Legislature.

Councilman Goodwin asked Earl Weller, director of the Bureau of Municipal Research, if Dr. Howard Lee McBain, professor of constitutional law at Columbia University, who prepared the school bill for the bureau, would appear before the law committee. Mr. Weller said he did not believe so unless the legality of the bill were questioned.

"The property you took from us in those annexations has now an assessed valuation of more than \$32,000,000," Mr. Schmitt said, "and this property includes the Eastman Kodak plant with an assessed valuation of about \$12,000,000."

"Gentlemen, if we were getting a Saturday night with Patrick Shavin, assistant superintendent, and met Miss Goodwin Har-

the town would not oppose the annexation. He said the nearest people of Charlotte ever got to a five cent fare was to receive a receipt for a second five cents they were obliged to pay pending such time as a straight five cent fare would be permitted.

He said that, in the 13 years since the annexation of Charlotte to the city, the latter hasn't done very much for those sections. Before the annexation, Mr. Dobson said, the town of Greece didn't know what to do with \$120,000 received from excess profits tax, and that a referendum was held in connection with the spending of \$50,000. "We feel that the city has by far the better of the bargain," he said, "and we feel that the city should proceed very slowly in this matter. Aside from educational problems, the town of Greece has other questions to settle, such as sewers and planning. I think that the sewer, planning and educational problems should be taken into consideration at the same time, and with the city, as they are mutual problems."

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STREET SIGNS STRESS DRIVE ON CITY PLAN

'Where Do We Go From Here' Slogan Placarded at Dead End of Broad and Andrews Streets.

With this slogan applied to the "dead-ends" of two streets, the Rochester District Improvement Association today put its campaign for a city plan into the public gaze.

Two large signs were erected this morning, one on the Osburne House, facing Broad Street, on South Avenue, and the other opposite the end of Andrews Street on State Street. They tell the motoring public:

"This is the end of Broad Street (and Andrews Street). Where do we go from here?"

They are intended to bring graphically to the minds of drivers approaching the "dead-end" intersections the desirability of extending these streets straight ahead, as projects for an organized city plan towards which the association is working.

In a statement issued simultaneously with erection of the signs, Harry W. Bloss, secretary of the association, explained their purpose as "to arouse public sentiment in Rochester for a city plan." The first objective of the group, he declared, is adoption of a plan, rather than the individual extension of any one street.

"As we see it, such a plan must include Mortimer Street as a parallel street, widening and extension of Andrews Street, and similar improvement of other central streets as traffic arteries, as well as the proposed Broad Street extension."

The two signs will remain to enfront motorists for about two weeks, Mr. Bloss said, possibly then to be replaced by others.

Estimates presented to the City Council fix the present cost of city taxpayers of educating children in the eight school districts that were divided by annexation at \$90,000 a year, with the prospect of an increase to nearly \$450,000 in the next ten years.

This item is therefore becoming more of a burden every year. But recognition of that fact does not suggest a way out at this time. The children, who are entitled to the first consideration, must have educational facilities, and under existing conditions these must be furnished by the city.

Mr. Milne read the advertised notice of the examination for smoke inspector and declared his belief that the qualifications as announced were not met by Mr. Fay. The council voted the whole affair into the personnel committee where the procedure of the city manager will be carefully scrutinized.

Vassar Girls Sidetracked

A council communication was received from the Vassar Club of Rochester, a graduate group of Rochester women alumnae of the Poughkeepsie college, who were urging the attention of the city to some of the phases of the central library problem. The reading of this communication had only just started when Councilman Goodwin's lingual nervousness got the better of him and he demanded that the reading of the communication be stopped. "That was all in the newspapers," he declared petulantly, asking that further recital be dispensed with. The dependence of the council for its communication channels on the Rochester daily newspapers was a new departure in city legislative procedure, but Mr. Goodwin secured the sidetracking of the Vassar communication.

School District Hearing

Following the adjournment of the council a hearing was held on the proposed measure to include parts of Brighton, Greece and Gates in a new Rochester school district. Attorney Kenneth B. Keating of Brighton, appearing for the town, stated that Brighton opinion was firmly opposed to annexation of any part of the town of Rochester or to the inclusion of any part of the town in a Rochester school district.

Greece was represented by Supervisor William F. Schmitt who was seconded by Frank B. Dobson, former supervisor, and who asked that no steps be taken to include Greece in a school district until some referendum had been held whereby the opinion of Greece residents might be accurately gauged. Mr. Dobson pointed out that Greece was engaged in a rather extensive improvement program and that any alteration in the financing of the town should be carefully considered.

Attorney Charles B. Bechtold appeared for Gates. He said that Gates had lost two valuable schools to Rochester by annexation, and that township opinion was much divided. As in Brighton, on the question of extending the city's educational control any further into Gates.

Briefs were submitted by the towns and the council told representatives that the city legislative committee was not coming to the district project and consider the results of the hearing with care.

Don't Jump! This Doesn't Mean Detour—Yet



Motorists driving east on Broad Street or west on Andrews today saw signs of this ilk looming before them at the "dead-end" corners. They are a manifestation of the Business District Improvement Association's campaign to stir public opinion in favor of a city plan, and to get these two streets, as well as others, extended.

COUNCIL WILL PROBE STORY CIVIL SERVICE

Goodwin Tries To Hush Up Milne's Motion but

153-157 Franklin St., at City Hall

Vegetarian Caf

Rochester, N. Y.

79-83 EXCHANGE ST.

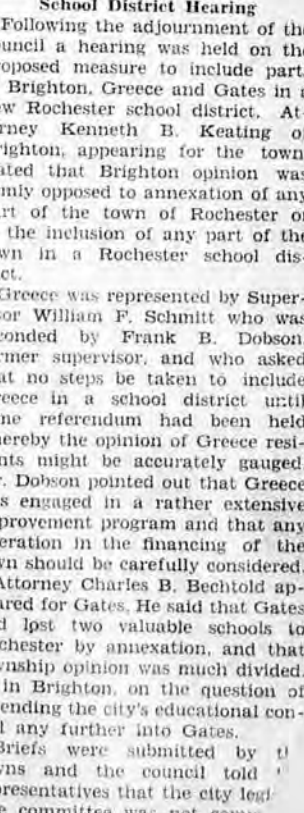
Red, Sheet, Tubing, etc.

Wire Cloth, Brass, Wire

Dealers in

Works Co.

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Gertrude Hartnett Named Deputy Director of Parks



Miss Gertrude Hartnett at Her Desk

Appointment of Miss Gertrude Hartnett as deputy park director at a salary of \$3,600 a year, was announced yesterday afternoon by Charles H. Raitt, director of parks. The appointment was made with the approval of George J. Nier, commissioner of public safety, who prescribed the position under provisions of the City Manager Charter. The salary was fixed by City Manager Stephen B. Story.

Gets \$600 Raise

Miss Hartnett since the new Charter went into effect has been serving as secretary to Commissioner Nier in charge of the administrative work in the Park Bureau. She received a salary of \$3,000 a year.

Miss Hartnett served as deputy commissioner of parks under Calvin C. Laney, who retired because of reaching the age limit. She has been with the park office for more than twenty years, starting as a stenographer. She served first under the twenty-one park commissioners who made up the Park Board, later becoming office manager. During the last few years many of the responsibilities of the administrative work of the office have been handled by her. She has been in entire charge of this phase of the work since Commissioner Nier took office.

Miss Hartnett has received public commendation for her work from the late mayors, Hiram H. Edgerly and Clarence D. Van Zandt, also from former Mayor Martin B. O'Neil and from Mayor Joseph C. Wilson. Commissioner Nier said yesterday that the "approval of Miss Hartnett's appointment was a matter of personal gratification to him, because of the efficiency and ability she displayed in the handling of the important and great variety of business that is transacted in the Park Bureau."

He added that "Miss Hartnett's faithful and enthusiastic service in the interest of the city served as an excellent standard for all city employees," and the more he came in association with her work the greater was his admiration for the loyal service that Miss Hartnett was giving to the city.

Must Take Civil Service Test

Miss Hartnett was on the Civil Service list for appointment as park director. Her new appointment is provisional, pending a Civil Service examination which will be conducted on specifications prepared by Commissioner Nier, Director Raitt, and the Municipal Civil Service Commission. Under the City Manager Charter as drafted, there was no position as deputy director of parks, but power to prescribe the position was vested under the Charter with Commissioner Nier.

Legislators To Drop School Bill Unless Factions Agree

Albany Bureau Democrat and Chronicle

Albany, Feb. 21—Unless the factions involved in the proposed Rochester School District can get together within a very short time, the bill creating the district, which now rests in the public education committee of Senate and Assembly, will stay there, and no one in Albany will give it a helping hand. An official of the State Department said:

"It is understood there is considerable controversy in Rochester and adjacent to the city as to the advisability of the school district. The measure is not to be considered as an Education Department measure, and the department has no interest in it unless it has

unanimous local favor. If the bill had unanimous approval, or practically so, in Monroe County, the department would be willing to promote it, provided the study now in progress develops no legal flaw, but it will do nothing for a high controversial measure."

It is asserted here that the original plan to have the City Council adopt a resolution in favor of the district plan fell through because many of the councilmen refused to get behind. Members of the education committee say they will not report the bill or act on it at all unless there is a request for action from the Education Department.

Visit Toronto Harbor Commission Would Front by Inspection Trip To See How Work Was Done.

Besides hearing General Joseph C. Langdon, general manager of the Toronto Harbor, vividly describe at the Chamber of Commerce, how that city built a real harbor, members of the Rochester Harbor Commission might profitably visit Toronto and SEE how it was done.

Rochester harbor commissioners have accepted the public duty of assisting to determine where the harbor here is to be located and how it may be most advantageously developed.

Fundamentally, the difficulties which this city will face in such a task, and which Toronto has surmounted, are the same.

They could not be vastly different in two cities, located on opposite sides of the lake and but a hundred miles apart.

Each is the outlet of a rich territory; each seeks to prepare for the increased lake traffic that is certain to come soon.

Consequently, what Toronto has successfully done should help chart the way in the development to take place here.

Toronto has not only built a harbor, but has reclaimed much waste land and developed important industries.

Moreover, it has created new values of \$15,000,000 assessed valuation, which pay \$500,000 in taxes to the city annually.

Such a program, on a smaller scale, proportionate to the requirements of the city, could be carried out here.

Now to change it to meet local conditions might be indicated by a personal visit to the city across the lake.

Toronto has done the pioneering, and very generously offers to show just how it was done.

It is an opportunity that should be accepted.

Finance for Non-Experts

Rochesterians have recently looked at their city tax bills and found that in a majority of cases the totals were higher than last year. From their tax bills they have looked at Rochester daily newspapers and found that the city manager has saved nearly a million dollars, that he has "effected economies," "reduced expenses," and that the present city management has "established the city finances on a sound basis." From the daily papers Rochesterians look into "The Monroe Republican" once a week and find that the city management is floating new bond issues, renewing big sums of notes, and that the new bond issues are to cover moneys already spent. What does it all mean—these budgets, these emergency appropriations, these bonds, these notes, new and gold, these claims of economies, this fiscal efficiency flubdub. We'll try to strip it of some of its obscurity and state it in terms of the old fashioned spring-snap pocketbook.

In the first place, a debt is a debt, and that's the core of the whole matter. A debt may be represented by a pledge card, a promissory note, a bond, an I. O. U., or any one of a score of documents. A budget is a yearly estimate of revenue and expenditure; that is, a lay-out of what you're going to need and what you've got to take in to meet your needs. Expenses or current expenses represent the cost of keeping going.

Now, there are two ways for officials to handle the tax-paying public. The first way is to tell them the plain truth, and the second way is to tell them nothing of the kind.

Just for fun, let's snoop into the matter of money saving which the city manager has said has been achieved during the past year. He's got a "paper case" for what he says, but it doesn't mean a single blessed thing. Suppose he asks the council, as he did, for \$50,000 to "survey" some proposed bridges. The council gives it to him. Now, you and I know that to use \$50,000 to survey our bridges is either plain downright waste of cash, or it's something else, or maybe its both. If he only uses about \$30,000 of that amount, Story is left with a balance of \$20,000 on his hands. He estimated the survey cost himself, or his department head did it, and said he'd need \$50,000, and so the council gave it to him. But after the work is done he may have \$20,000. Now like little Jack Horner who sat in the corner, he will pull out a plum, and, in asking us to gaze at the plum, Jack distracts our attention from the fact that he shouldn't have been given such a big pudding to play with in the first place. That \$20,000 is a saving. Rochester used to get its department appropriation on the basis of what such-and-such a job was actually to cost, and the cash was usually used up and there was haggling over getting more. It was "tight" but it made the lads nippy on getting their money's worth. But that isn't the case now. The management has been getting wholesale financing, and has been showing

CITY'S REALTY CONDEMNATION RULES LIKED

Cincinnati Officer Plans To Emulate Them There, If He Can, He Says

Cincinnati, O., Feb. 21.—(Special Dispatch)—On his return from an extended visit to Eastern cities to study the laws of those cities as regards the taking of private property for public use, City Solicitor John D. Ellis was high in his praise of the local laws and ordinances of the City of Rochester, N. Y.

Solicitor Ellis declared that he proposes to seek similar authority in this city to condemn property along streets which the administration desires to widen and extend. One feature of the Rochester practice which especially pleased Mr. Ellis was that of levying assessments on the benefited area.

City Solicitor Ellis said he had gained much information regarding excess condemnation from a study of Rochester ordinances and New York State laws. Much of this will be useful, he believes, in the controversy which centers around the widening of East 5th Street here, although, he points out, it can have no immediate effect of it, has been condemnation in that thoroughfare, its maneuver.

Now, you say, what's the test of the whole cost? The answer is, of course, "Your tax bill." That's the ultimate bill, and that's the honest truth about what the city administration costs the tax-payer. You can fool them with long fiscal statements; you can fool them with current expense statements, and you can ask them to look at the pretty birdie in the tree while you lighten their wallet, but YOU CAN'T FOOL A TAX BILL. The tax bill is like a contentious wife; it has the last word.

Next, let us move the camera around to the other end of the finance parade, and examine this budget business. You've already read what a budget is. But it has another aspect and a most inconvenient one to super-experts. In the budget you're supposed to tell the appropriators just what you're going to need. That's a nuisance. If you get your budget too low it will appear later that you're not cutting your cloth to your coat. If you get it too high it looks like the dickens, because all budgets get aired in the daily newspapers. And so a budget has pretty nearly got to represent the facts. Rochester some time ago got its 1929 budget. It was hailed as an elegant budget, and there was a lot of friendly press agenting in Rochester dailies, BUT, nearly if not every department asked for more than it got last year, and the city manager got his budget accepted. Do you recollect reading very much in the newspapers about each department asking for more? No, indeed!

Now, about these notes and bonds. Rochester met the World War inflation by bonding, and it met the post-war high costs by bonding. It had to. Rochester the other day increased its bonded indebtedness or, in plain words, its debt, by \$4,720,000. When anybody tries to talk to you about saving such-and-such an amount, you just say, "Who has saved what and where is it?" Apply that to the snow-cleaning item on your tax bill, and to all the other items on your tax bill. As to notes, the city government at almost every council meeting asks for the renewal of notes. Those notes will be renewed until next year in all probability and then they'll, presto, become bonds and you won't have to worry about anything but the interest—but your great grand-children may have some nasty remarks to make about their ancestors.

This whole question is one that's not so hard to understand, if they'd use plain language. The next time you read one of those windy finance statements just think in terms of the old fashioned spring-snap pocketbook, and nobody will fool you.

He Said Something on the proposal to establish a Rochester School District, including certain portions of outlying towns, Supervisor Schmitt of Greece asked what assurance Greece had that the present tuition rate of \$100 per pupil attending a city high school from all sections of the town would remain the same, when the figures of the Rochester Board of Education show the actual cost is several times that amount.

That's an interesting question, likely to become of even more importance than that of free instruction for pupils from parts of certain former town school districts.

One can't blame the towns for wanting that free instruction arrangement to last as long as possible. It would scarcely be human nature for them to take any other position. Their representatives also showed that annexations had proved valuable to the city.

But when Supervisor Schmitt raised the question as to how long Rochester will continue to be a Santa Claus for town high school pupils—well, in the slang phrase, he "said a mouthful."

'Lindbergh Square' Asked as Name for North Street Plaza

Property owners and business men in the neighborhood of North, Lyndhurst and Weld Streets, and Hudson and Central Avenue, petitioned yesterday through Councilman Harry C. Goodwin that the open plaza formed by the intersection of these streets be named "Lindbergh Square." Councilman Goodwin said that he would submit the petition to the City Council next Monday evening.

The preamble of the petition, which was signed by 14 property owners in the vicinity, said: "We, the undersigned, owners of property or doing business at the junction of North, Lyndhurst, Central, Lyndhurst and Weld Streets, respectfully petition your honorable body to officially designate the open plaza at this junction as Lindbergh Square."

"Here and there other cities have honored the world-famous aviator in this way. So far, Rochester has no street or place named Lindbergh. Undoubtedly a street will be so named some time. It is obviously better to have Lindbergh and Lyndhurst adjacent. Confusion of these two names would mean less inconvenience if located nearby, rather than miles distant from each other."

"The proposed Lindbergh Square is a fast-growing business location. We believe that it would make the section more homogeneous to have one name, and definitely benefit business there. On Lyndhurst Square is a more easily located address than 312 North Street is now. The only expense to the city would be the preparing and placing of one or two of the standard street signs on poles near the center of Lindbergh Square."

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LITTLE ONES LOST LIVES OFF PIER AT BEACH PARK

Inadequate Safeguards for Patrons of Lake Summer Resort Cause of Action

Suit for \$25,000 was entered in Supreme Court yesterday against the City of Rochester as a result of the drowning last Summer of two small girls at Ontario Beach Park.

The actions were brought by Eugene Palma, No. 257 Child Avenue, for alleged negligence in patrolling the bathing beach on September 5.

The children, Elsie and Laura, eleven and eight, respectively, were dragged off the Charlotte pier, one with a fish pole in her hand and the other clinging to her sister.

HITS INACTION IN SCHOOL BILL

Reconsideration of the Rochester school district bill by the Law Committee of the City Council, said to be prepared to report that the Council make no recommendation to Monroe County Legislators at Albany regarding it, is to be demanded by Councilman Goodwin at tonight's meeting.

According to report on an investigation by W. Earl Weiler, director of the Bureau of Municipal Research, it will cost the city about \$500,000 in the next ten years to educate children in school districts outside the city. Councilman Goodwin is interested in saving that amount to the city.

FIGHTS NON-TAXATION

He said he favored the bill, as drafted, because it relieves the situation of non-taxable areas.

If an adjustment can not be reached, he declared he was in favor of repeal of the section of the city's charter which gives free tuition to the children of the eight divided districts of Brighton, Greece and Gates.

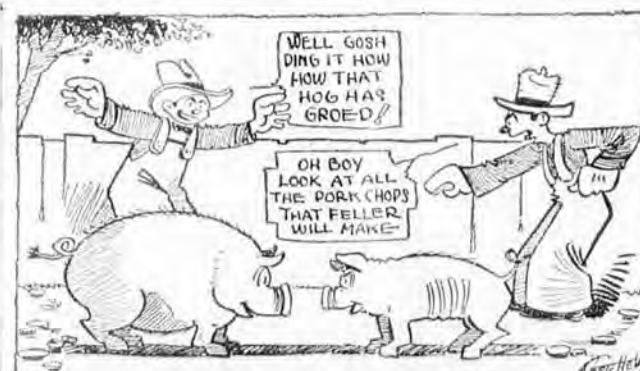
Reduction Plant Fare Brings Bloom of Health to Pigs Science Grooms Them for Pork Chops in Six Months

Director Feeds 'Em Tankage and Cuts Fattening Period into Quarters.

EVEN the lowly swine hath undergone the magic touch of science's finger, and today is not allowed to live his full two-score months and bloom into ham and bacon. Likewise pork chop and sausage. Nay, nay, indeed.

Instead, groomed by the scientist, instead of the farmer, he blooms and blows into 200 pounds of lard in six months, while in an adjoining pen, untouched by ultra x-rays or condensed nourishment, his little brother continues to bear resemblance to a newsmagazine—undernourished, grunt and lean.

John V. Lewis, director of maintenance and operation of the city's garbage and reduction plant, made an experiment. He fed four pigs on the tankage produced at the plant, and at the end of six months, they weighed 200 pounds each, while an adjoining pen, fed on approximately the same food that a farmer feeds his pigs, were four more from the same litter.



At the end of six months they weighed ninety pounds each. Now Mr. Lewis has twelve more, and they, too, will be victims of scientific research and human appetite. Late yesterday The Boss visited the plant, and this is what he heard:

First Little Pig: "Gee, this is swell eats. Hard as nuts. Chew it plenty as an aid to digestion. And the last swizzle tastes as good as the first."

Second Little Pig (a skeptic): "Yeah, but they're a catch in it somewhere. My paw, and my ol' woman, they got fed to beat the dickens. The last I seen of them was a sign in Front Street, Lohs, 12 cents a pound."

The S. L. P. took a chew: "By gosh, it's pretty good at that. I'll go for it."

And he buried his face right up to the ears. After a few minutes he stopped, asked a question, and returned.

Experiment Shows Value of Digested Compound for Swine.

S. L. P.—Where does this come from?

F. L. P.—"Rochester's city garbage plant. They help digest it for you. Boll it down. Condense it. Just like the food that made Battle Creek a part of Michigan."

Both raised their heads and looked at two gaunt members of the same species gazing through the slats of a picket fence, their faces slightly spattered with butter-milk and bran.

In chorus "Lookit them. Hungry yet. Won't be fat like us, you bet." Hungry ones reply: "It matters not if our ribs are bare; we'll still be here when you ain't there."

Then came the little yell: "Sausage! Sausage! Pigs hocks! Lard!"

The slaughter house is sudden, but it ain't too hard. The tankage sells for \$12 per ton, an advance of \$8 per ton since the city started selling it.

Councilmen To Hear Divided Opinions on Lake Boulevard Paving

Opposition has developed to the ordinance for a concrete pavement in Lake Avenue Boulevard from Stutson Street to Beach Avenue, from a group of property owners. Divided sentiment is expected to be presented the City Council will give the ordinance. One group favors the ordinance that has been introduced by Councilman Nelson A. Milne, chairman of the local improvement committee, and another group asks that it be deferred for two or three years.

Some of the property owners, including Mrs. S. H. Greer, want the city at large to pay for the improvements. Mrs. Ann Wickham claims that a forty-foot concrete pavement would be congested with the summer traffic. Moss Mosely and John West want the bridge over the New York Central Railroad tracks decreased, not raised. Supervisor John G. Ferguson was chairman of a taxpayers' meeting Thursday evening. He gave estimated costs on the improvement and Councilman Milne answered a number of questions.

Councilman Goodwin maintains it is imprudent to expect the city to continue the arrangement with the towns and insists the time for solution is immediate. School districts outside the city have been exploited by development because of the free school tax, he claims.

TOWNS POINT TO TAX LOSS

Opposition to the bill in the three towns in which the city annexed territory and agreed to pay for the education of children residing in those school districts split by the annexations under a section of the charter was seen as the reason for the Law Committee's adverse report on the bill.

Besides Councilman Goodwin, the other members of the committee are Vice Mayor Adler and Councilman Flynn.

The bill, which would authorize a Rochester school district to cover the split districts, as introduced into the Legislature, was drawn by Director Weiler, representatives of the Board of Education, and Dr. Howard McRae.

The council did not sponsor the bill, but the Law Committee studied it with a view to seeing whether it met with approval of the communities affected.

Opposition developed at a council meeting a week ago, town authorities declaring valuable taxation was taken from them through annexation of territory from which the city derived the benefit and should carry the burden.

Gertrude Hartnett Named Deputy Director of Parks



Miss Gertrude Hartnett at Her Desk

Appointment of Miss Gertrude Hartnett as deputy park director at a salary of \$3,000 a year, was announced yesterday afternoon by Charles H. Raitt, director of parks.

The appointment was made with the approval of George J. Nier, commissioner of public safety, who prescribed the position under provisions of the City Manager Charter. The salary was fixed by City Manager Stephen B. Story.

Gets \$600 Raise

Miss Hartnett since the new Charter went into effect has been serving as secretary to Commissioner Nier in charge of the administrative work in the Park Bureau. She received a salary of \$3,000 a year.

Miss Hartnett served as deputy commissioner of parks under Calvin C. Laney, who retired because of reaching the age limit. She has been with the park office for more than twenty years, starting as a stenographer. She served first under the twenty-one park commissioners who made up the Park Board, later becoming office manager. During the last few years many of the responsibilities of the administrative work of the office have been handled by her. She has been in entire charge of this phase of the work since Commissioner Nier took office.

Miss Hartnett has received public commendation for her work from the late mayors, Hiram H. Edgerton and Clarence D. Van Zandt, also from former Mayor Martin B. O'Neil and from Mayor Joseph C. Wilson. Commissioner Nier said yesterday that the "approval of Miss Hartnett's appointment was a matter of personal gratification to him, because of the efficiency and ability she displayed in the handling of the important and great variety of business that is transacted in the Park Bureau." He added that "Miss Hartnett's faithful and enthusiastic service in the interest of the city served as an excellent standard for all city employees," and the more he came in association with her work the greater was his admiration for the loyal service that Miss Hartnett was giving to the city.

Must Take Civil Service Test

Miss Hartnett was on the Civil Service list for appointment as park director. Her new appointment is provisional, pending a Civil Service examination which will be conducted on specifications prepared by Commissioner Nier, Director Raitt, and the Municipal Civil Service Commission. Under the City Manager Charter as drafted, there was no position as deputy director of parks, but power to prescribe the position was vested under the Charter with Commissioner Nier.

Legislators To Drop School Bill Unless Factions Agree

Albany, Feb. 21—Unless the factions involved in the proposed Rochester School District can get together within a very short time, the bill creating the district, which now rests in the public education committees of Senate and Assembly, will stay there, and no one in Albany will give it a helping hand.

An official of the State Department said: "It is understood there is considerable controversy in Rochester and adjacent to the city as to the advisability of the school district. The measure is not to be considered as an Education Department measure, and the department has no interest in it unless it has

unanimous local favor. If the bill had unanimous approval, or practically so, in Monroe County, the department would be willing to promote it, provided the study now in progress develops no legal flaws, but it will do nothing for a highly controversial measure."

It is asserted here that the original plan to have the City Council adopt a resolution in favor of the district plan fell through because many of the councilmen refused to get behind. Members of the education committee say they will not report the bill or act on it at all unless there is a request for action from the Education Department.

Visit Toronto Harbor Commission Would Profit by Inspection Trip To See How Work Was Done.

Besides hearing General Joseph C. Langdon, general manager of the Toronto Harbor, vividly describe at the Chamber of Commerce, how that city built a real harbor, members of the Rochester Harbor Commission might profitably visit Toronto and SEE how it was done.

Rochester harbor commissioners have accepted the public duty of assisting to determine where the harbor here is to be located and how it may be most advantageously developed.

Fundamentally, the difficulties which this city will face in such a task, and which Toronto has surmounted, are the same.

They could not be vastly different in two cities, located on opposite sides of the lake and but a hundred miles apart.

Each is the outlet of a rich territory; each seeks to prepare for the increased lake traffic that is certain to come soon.

Consequently, what Toronto has successfully done should help chart the way in the development to take place here.

Toronto has not only built a harbor, but has reclaimed much waste land and developed important industries.

Moreover, it has created new values of \$15,000,000 assessed valuation, which pay \$500,000 in taxes to the city annually.

Such a program, on a smaller scale, proportionate to the requirements of the city, could be carried out here.

Now to change it to meet local conditions might be indicated by a personal visit to the city across the lake.

Toronto has done the pioneering, and very generously offers to show just how it was done.

It is an opportunity that should be accepted.

Finance for Non-Experts

Rochesterians have recently looked at their city tax bills and found that in a majority of cases the totals were higher than last year. From their tax bills they have looked at Rochester daily newspapers and found that the city manager has saved nearly a million dollars, that he has "effected economies," "reduced expenses," and that the present city management has "established the city finances on a sound basis." From the daily papers Rochesterians look into The Monroe Republican once a week and find that the city management is floating new bond issues, renewing big sums of notes, and that the new bond issues are to cover moneys already spent. What does it all mean—these budgets, these emergency appropriations, these bonds, these notes, new and gold, these claims of economies, this?

Now, you say, what's the test of the whole cost? The answer is, of course, "Your tax bill." That's the ultimate bill, and that's the honest truth about what the city administration costs the taxpayer. You can fool them with long fiscal statements; you can fool them with current expense statements; and you can ask them to look at the pretty birdie in the tree while you lighten their wallet, but YOU CAN'T FOOL A TAX BILL. The tax bill is like a contentious wife; it has the last word.

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Cincinnati Officer Plans To Emulate Them There, If He Can, He Says

Yesterday's minimum temperature was 11 degrees above zero, at 2 o'clock in the morning, and the forecast for today is not expected, Mr. Van-derpool said. The forecast for tomorrow is expected to be 15 degrees above zero, at 2 o'clock in the morning, and the forecast for the day after tomorrow is expected to be 15 degrees above zero, at 2 o'clock in the morning.

Possibility of light snow today and somewhat colder weather by night. Forecast for tomorrow is expected to be 15 degrees above zero, at 2 o'clock in the morning, and the forecast for the day after tomorrow is expected to be 15 degrees above zero, at 2 o'clock in the morning.

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Both raised their heads and looked at two gaunt members of the same species gazing through the slats of a picket fence, their faces slightly spattered with butter-milk and bran.

In chorus: "Lookit them. Hungry yet. Won't be fat like us, you bet." Hungry ones reply: "It matters not if our ribs are bare; we'll still be here when you ain't there."

Then came the little yell: "Sausage! Sausage! Pigs hocks! Lard!"

The slaughter house is sudden, but it ain't too hard.

The tankage sells for \$12 per ton, an advance of \$5 per ton since the city started selling it.

Councilmen To Hear Divided Opinions on Lake Boulevard Paving

Opposition has developed to the ordinance for a concrete pavement in Lake Avenue Boulevard from Stutson Street to Beach Avenue from a group of property owners. Divided sentiment is expected to be presented Monday evening at the hearing the City Council will give the ordinance. One group favors the ordinance that has been introduced by Councilman Nelson A. Milne, chairman of the local improvement committee, and another group asks that it be deferred for two or three years.

Some of the property owners, including Mrs. S. H. Greer, want the city at large to pay for the improvements. Mrs. Ann Wickham claims that a four-foot concrete pavement would be congested with the summer traffic. Mess Mosely and John West want the bridge over the New York Central Railroad tracks depressed, not raised. Supervisor John G. Ferguson was chairman of a taxpayers' meeting Thursday evening. He gave estimated costs on the improvement and Councilman Milne answered a number of questions.

Councilman Goodwin maintains it is preposterous to expect the city to continue the arrangement with the towns and insists the time for solution is immediate. School districts outside the city have been exploited by development because of the free school tax, he claims.

Opposition to the bill in the three towns in which the city annexed territory and agreed to pay for the education of children residing in those school districts split by the annexations under a section of the charter was seen as the reason for the Law Committee's adverse report on the bill.

Besides Councilman Goodwin, the other members of the committee are Vice Mayor Adler and Councilman Flynn.

The bill, which would authorize a Rochester school district to cover the split districts, was introduced into the Legislature, was drawn by Director Weller, representative of the Board of Education, and Dr. Howard McBain.

The council did not sponsor the bill, but the Law Committee studied it with a view to seeing whether it met with approval of the communities affected.

Opposition developed at a council meeting a week ago, town authorities declaring valuable taxation was taken from them through annexation of territory from which the city derives the benefit and should carry the burden.

158 BROAD STREET, TAX DATES, TO BE UP TONIGHT

Council Expected To Debate Propositions—Tax Dates Action Probably Will Be Delayed.

With indications the membership of the City Council will be in attendance at tonight's meeting, at least two matters of city-wide importance, Broad Street extension, and the proposed change of city tax collection dates, are expected to be debated.

Some time ago Councilman Harry C. Goodwin introduced a resolution for an ordinance to extend Broad Street, but action was deferred until all members of the council should be present. Similarly, action on a resolution introduced by Councilman Joseph L. Guzzetta asking the corporation council to prepare a law changing tax collection dates from Jan. 1 and July 1, to April 1 and Oct. 1 was deferred.

Mr. Goodwin introduced his resolution immediately following the council's negative action on an ordinance authorizing the conduct of appraisal of the property involved.

Mr. Guzzetta contends payment of taxes in January works a hardship inasmuch as Christmas bills, county taxes, and most mortgages come due then. On the other hand, provision for collection of city taxes in January and July was a provision of the new city charter, written in to obviate necessity of the city borrowing money to meet expenses for the first few months of each year.

Immediate action on Mr. Guzzetta's resolution seems remote, however, because a law changing the collection dates would not become effective until next year, and it appears desirable to councilman to see how the system of collection in January and July works out.

While the law committee of the Council is not expected to report on the proposed state legislation creating a Rochester school district, there appeared to be possibility the matter would be discussed in the meeting. One question which has been raised since the hearing on the school district bill last week is whether the city council can repeal the section of the charter which states the city "must allow" children of certain school districts of Greece, Brighton and Gates to attend Rochester schools free of charge. This provision of the charter was drawn at the time certain sections of the towns named were annexed to Rochester, which split some of the town school districts and brought some of the town schools within the city limits.

Opinion was expressed today that serious legal questions would be involved if the city council should attempt to repeal that section of the charter which compels the city to educate children of the town districts involved free of charge.

Hearing will be held on the ordinance for improving Lake Avenue between Stutson Street and Beach Avenue. Persons owning property along this stretch have declared their intention to oppose adoption of the ordinance within the next three years.

PAVEMENT TO LAKE TO BE ARGUED

Council To Hear Views of Those For and Against at Hearing Tonight

WHOLE CITY AFFECTED
Immediate Action by City Urged If Job Is To Be Done This Summer

Business men and property owners interested in the improvement of lower Lake Avenue from Stutson Street to Beach Avenue are preparing to urge upon the City Council immediate action on the ordinance that will come before the council this evening for a hearing, in conjunction with the regular weekly proceedings. Opposition to the ordinance has developed from a group of property owners, who are divided on three contentions, and the proponents are preparing to present argument in favor of the improvement.

The ordinance provides for a concrete pavement 40 feet wide and was prepared under the direction of Harold W. Baker, commissioner of public works, who speeded up its preparation so that the work could be done without interfering with the summer traffic to the lake. The ordinance has its first hearing tonight and the final hearing next Monday evening.

Business Men Interested
It is pointed out that even a week's delay would carry construction well into July, and a delay of two or three weeks in action on the ordinance would mean that the traffic to the lake this season would be completely tied up. The speedy action is urged in the interest of the citizens of Rochester at large so they may enjoy the benefits of the lakeside park.

The business men who are asking favorable action on the ordinance say that the construction is necessary for the development of the Twenty-third ward. At a hearing before the City Council on the school district bill, former Assemblyman Frank B. Dobson pointed out that there hasn't been any development in the Twenty-third ward, formerly the village of Charlotte, in the last ten years, and not one house had been erected on the avenue in the ward in that time. The proponents of the ordinance claim that the poor road is responsible for this condition and that the objections of the property owners should be eliminated, such as it has in other sections of the city after the improvement is completed and the benefits had.

Ask Three Years' Delay
Some opponents of the ordinance ask for a delay from two or three years. Others want the city at large to pay for the improvement.

Under the terms of the ordinance the city will pay for 14 feet of the forty foot concrete pavement that is proposed, and the abutting property owners will pay the balance. This is in accordance with the administration's policy to have the city meet the cost of any additional pavement in excess of the twenty-six foot roadway which is the average for abutting property owner benefit. Another group wants the grade approaching the New York Central bridge in the Twenty-third ward lower.

It is planned to pave up to the approaches to the bridge, which will be reconstructed after Labor Day. Councilman Nelson A. Milne, who introduced the ordinance and is chairman of the local improvement committee which will report on it finally a week from tonight, said that if the hearing develops a decision that the city should not pay for the bridge, other than going around through Shoremont would be closed during the season at Ontario Beach Park, which at its best is less than seventy days.

FIGHT SEEN ON BROAD ST. BILL

With action on the Broad Street extension resolution pending before the City Council, a hot battle is indicated tonight if there is a full councilmanic attendance.

The resolution was introduced some time ago by Councilman Harry C. Goodwin, following the council's negative vote on an ordinance approving appraisal of the property involved in the proposed extension.

At that time action was deferred until all members should be present.

The matter of time of tax payments, brought up by Councilman Joseph L. Guzzetta, may come in for attention, but it is not believed likely.

Mr. Guzzetta wishes an ordinance prepared which would change the time of collection of taxes from January 1 and July 1 to April 1 and October 1.

He contends that, on the dates now effective, a hardship is worked to many property owners, who have other bills to meet on the first of the year.

MAKES IT CLEARER
Trial of the present dates will give the taxpayers a clearer idea of how it will work out so far as they are concerned individually.

At present the city, having made January collections, has sufficient funds to tide it over for several months, according to City Comptroller Higgins.

This, he says, is fortunate, as the money rate is unusually high this year.

CITY OFFICIALS SEE POLITICS IN NICHOLS' MOVE

City Hall today termed the statement of County Commissioner of Elections H. Alden Nichols, relative to "impracticable provisions" of the non-partisan law, a "bit of sharp-shooting."

Pending a conference between Assistant Corporation Counsel I. L. Geiser, Vice-Mayor Isaac Adler, Mr. Nichols and County Attorney James E. Cuff Friday, city officials had no comment.

When asked regarding the request by Mr. Nichols that the City Council authorize purchase of 25 new voting machines, Clarence M. Pratt, corporation counsel, said the law provided that the county commissioner of elections furnish all election materials. Mr. Pratt also opined that election law books asked by Mr. Nichols came under the heading of election materials.

Mr. Adler, who will represent the Council at the conference Friday, is chairman of the Law Committee which has the communication from Mr. Nichols under consideration. The communication was read to the City Council last night by City Clerk O'Leary.

The Rochester non-partisan election law differs very little from the law now in force in Buffalo. It was said in City Hall, and it was pointed out that that city it had worked out without confusion.

TAKE LETTERS REVEAL DRIVE AGAINST STORY

Efforts To Locate Authors of Attacks on Manager in Naming of C. B. Raitt to Park Post Fail.

Evidence of an organized effort to cause popular feeling against Public Safety Commissioner George J. Nier and City Manager Stephen B. Story for the appointment of Director of Parks Charles B. Raitt is seen in the form of "fake" letters sent to The Times-Union.

Two letters received Saturday were so similar in form and content they aroused suspicion of their genuineness.

One was signed "R. S. Johnson, 18 Merrill Street" and the other "John Atkinson, 1625 East Avenue." Investigation by a Times-Union reporter proved the Merrill Street address fictitious. The numbers on that street begin with 28 and there never has been an 18. Loren J.

City And Suburban Taxes
New York City enjoys lower taxes and governmental expenditures per capita than many of the surrounding cities and towns in the metropolitan district, according to a report issued by the public finance section of the Regional Plan of New York and its Environs. This will be a surprise to many who have thought that the metropolis set the pace in lavish spending.

The report gives two main reasons for this heavier tax per resident in the outlying districts. One is the obvious fact that a population spread over a fairly wide area requires wider physical extension of improvements than an equivalent population in a congested region. The other cause is the large tax returns from business property in a big city.

It is quite likely that if the Rochester district continues to grow, but extension of the corporate limits of the city proper is checked, that this second factor will become of increasing importance here. Business property will remain within the city limits, for the most part, and as it expands will carry an increasing share of the tax burden.

Suburban districts are now loath to shoulder that share of the burden of the city's funded debt which would come to them with annexation. But they are themselves rolling up bond issues and have little business property to help bear the load.

The time may come when the suburban tax burden will be heavier for residential property than that of Rochester.

Free Tuition Expensive For City
Opposition on the part of the towns seems likely to hold up the plan for a Rochester School District, including certain areas outside the city's corporate limits.

Meanwhile, the cost of giving free educational facilities to residents of school districts which were split when annexations were made is rapidly mounting. It is now estimated at \$90,000 a year, and W. Earl Weller, director of the Bureau of Municipal Research, estimates that it may mount to \$500,000 annually within the next ten years.

It is a situation for the city of Rochester somewhat resembling that which the towns have faced with respect to fees for certain officials. As the volume of service grows, the total expense reaches a figure far beyond that originally contemplated.

Rochester will pay many times over for any school property taken if the present arrangement holds much longer. A readjustment is necessary on a more equitable basis, either by absorption of the free tuition areas in an enlarged school district or by payment for the school property absorbed, with repeal of the free tuition section of the city charter.

None of these developments can be properly served unless an adequate pavement is built in Lake Avenue, permitting easy transportation to and from the center of the city.

Supervisor Ferguson asserted that the objections that were presented regarding the improvement concerned the narrow width and he said that his canvass of sentiment disclosed that the larger property owners favored the improvement with the wider width. He said that he interviewed them and then conferred with City Manager Story and he consented today to the 54-foot pavement, with the city paying for the width in excess of 26 feet. He said the business men felt that the wider pavement would more adequately take care of the summer traffic.

Says Ward Needs Improvement
Mrs. Greer asserted that the change of sentiment might be due to Supervisor Ferguson influencing the property owners as "he has been busy on the phone all day." When the laughter subsided Supervisor Ferguson caused another laugh by saying that Mrs. Greer was his school teacher and taught him all he knew. He pointed out that she did not own any property in the section covered by the improvement, but in the center section of Lake Avenue Boulevard, not under consideration, and he said that he felt it was his duty as a representative of the ward to determine the sentiment of the property owners and that was his reason for interviewing them today so that he could reflect their wishes.

He said that good roads are necessary if the Twenty-third Ward is to develop and the poor condition of the road is responsible for the lack of interest in people locating in the ward. He said that all of the property owners with whom he talked expressed their approval of the wider width and declared that they strongly urged the adoption of the amended ordinance. Supervisor Ferguson said that the benefits derived from the improvement would eliminate the "fearful" small arguments raised against it. He said that as a representative of the ward he felt that it was his duty to canvass sentiment and asked that the people of the ward have confidence in him as he was trying to do something of benefit to the entire ward.

Supervisor Ferguson added that criticism has been directed against former representatives of the ward because they did not accomplish anything or try to do anything. He said he was trying to be more than an errand boy for the Twenty-third Ward and strongly felt that the construction of the pavement would be one of the greatest developments in the interest of the ward. He said that the muddy condition of the street made it impossible for women to alight in front of the business properties on rainy days and that business was being attracted away from the section every day. He pointed out to the fact that plans are under way for the improvement of Dewey Avenue and Latta Road, and unless the former village of Charlotte did something to attract business and provide good facilities, business would rapidly decline and property values depreciate. He said that it was imperative that something be done in this direction and expressed confidence that the wider pavement eliminated the objections that were raised.

Without objection and paying for it and he was sure that the people of Charlotte would ride out on the Henrietta Road. He said that the people from all wards and he urged that the objectors take a broader view of the project as it would mean an immense development in their ward and to the city generally.

rick Shavin, assistant superintendent, and met Miss Gertrude Hartnett

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A hearing on the ordinance was conducted in conjunction with the Council session. Supervisor John G. Ferguson, of the Twenty-third Ward, said that he made a thorough canvass of sentiment among business men and property owners in the ward and declared that they expressed to him their approval of the ordinance for a wider pavement, asserting that it eliminated objections that were previously raised to the 40-foot pavement.

Under the amended ordinance, the city-at-large would pay for 28 feet of the pavement and the abutting property owners for 26 feet of the pavement. He asserted that this recommended itself as an exceedingly fair proposition to the people of the Twenty-third Ward and that the larger property owners there were in favor of the improvement and urged favorable action on the ordinance. A similar declaration was made by Louis Slater.

Objections Are Raised
Objection to the ordinance was expressed by Mrs. Nichols Wickham and Mrs. Fred Greer, who declared that they felt that the city provides the attraction to traffic in Lake Avenue Boulevard by the establishment of Ontario Beach Park and felt that the city-at-large should pay for the entire improvement. Both women allied to this point, asserting that a majority of the property owners in that section felt that this contention was well taken. Mayor Wilson asserted that the property owners in lower Lake Avenue Boulevard were no different than those in any other street in wanting the city-at-large to pay for the entire cost of their improvement.

It developed that the raising of the bridge over the Rome, Watertown & Ogdensburg Railroad tracks will mean an increased grade and objection to the improvement was raised by John Weep and Lawrence J. Sexton who own property in the immediate vicinity. Mayor Wilson told them that they would be compensated for any damage sustained, and Deputy Corporation Counsel Irving L. Geiser pointed out that the damages awarded to them for the change in grade would be distributed by an assessment of 50 per cent. against the railroad, 25 per cent. against the state and 25 per cent. against the county. He said that this distribution was under the provisions of the old railroad law, and that neither the city or the abutting property owners would have to pay for any of the damages.

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PROBE IN FAY CASE INVITED BY LAZARUS

Says Civil Service Board Seeks Full Investigation of Smoke Inspector List

HEARING WILL BE HAD

Goodwin Objects to Delay of Report on His Broad Street Resolution

The fullest investigation of the circumstances under which Harry O. Fay was placed on the eligible list for smoke inspector is sought by the Municipal Civil Service Commission in a communication presented to the City Council last evening by City Manager Stephen B. Story.

The communication was sent to the Council by Louis E. Lazarus, chief examiner, at the direction of the commission and asserted that "without going into the question of the legality of your power to make this inquiry, that this commission will welcome such inquiry and will be glad, at any time, to suit your convenience, to cooperate with your committee in the examination of the records of this office pertaining to the placing of Mr. Fay's name upon the eligible list for smoke inspector."

Milne Asked Investigation
The matter came before the Council as the result of a resolution introduced last Monday night by Councilman Nelson A. Milne, requesting that the personnel committee, of which Councilman Joseph Milne is chairman, make a thorough investigation into the circumstances under which the appointment of Mr. Fay was made. The examination methods used in connection with Mr. Fay's appointment were cited by Councilman Milne as justifying an investigation, and the response from the commission followed.

Councilman Harry C. Goodwin who last week asked for a delay of one week on the resolution, said last night that he withdrew the objection, and urged that all possible haste be taken. Councilman Guzzetta said that the investigation was deferred because of the absence from the city of Councilman Louis S. Foulkes, a member of the committee, and asserted that there would unquestionably have been criticism if the committee had proceeded without Mr. Foulkes. Councilman Goodwin asked for a public hearing on the charges for the benefit of the public, and said that since the charges were made in public, the evidence should be taken in public. Councilman Guzzetta objected to this, asserting that the committee was competent to sift the charges and to render a fair report. Mayor Wilson said that the wishes of the Personnel Committee would govern, unless the Council wished to take any other action, but no move was made.

Wants Action on Broad Street
Councilman Goodwin asked for a report on his resolution directing the preparation of an ordinance for Broad Street extension. Councilman Milne, chairman of the local improvement committee, said that no report would be made until there was a full attendance of the Council. Councilman Goodwin reported that he did not believe that this was a valid reason, and pointed to the fact that at only one Council session since the first of the year was there a full attendance, and asserted that if this practice was continued there could be much business transacted. Councilman Milne said that Councilman Goodwin was privileged to move for a discharge of the committee, and Councilman Goodwin answered that he would take such action next Monday night, giving one week's notice.

the personnel committee with powers according to such corporations.

of this law as printed in the Rochester Evening Journal on January 24, 1925. I am of the belief that it contains many impracticable provisions which tend to produce confusion at the polls.

It has been necessary, due to the large increase of the voting population of this city to add twenty-one election districts in the various wards, viz: Tenth Ward, one district; Twelfth Ward, three districts; Seventeenth Ward, one district; Eighteenth Ward, five districts; Nineteenth Ward, four districts; Twentieth Ward, three districts; Twenty-first Ward, two districts. It will be necessary to purchase additional voting machines, and I respectfully request that your Honorable Body authorize, as provided by Subdivision 2 of Section 56 of the Election Law, the purchase of twenty-five voting machines for the City of Rochester.

Upon the favorable report of the Finance Committee, read by Vice-Mayor Isaac Adler, the Council authorized Controller Clarence E. Higgins to renew the following notes: Municipal building construction, \$10,000; municipal land purchase, \$75,000; transit subway, \$25,000; Elmwood Avenue subway, \$40,000; Winton Road subway, \$40,000; overdue tax notes, 1923, \$1,100,000; overdue tax notes, 1927, \$175,000.

No Report on School Bill
No report was received from the law committee on the school district bill. The committee will report next Monday night. Councilman William F. Duran said that a week from Monday night he will introduce an ordinance for Cumberland Street extension. Hearings were conducted on the ordinance for Irvington Road concrete pavement and storm water sewer; Waldo Street concrete pavement; and Ottilia Street asphalt pavement, and there was objection. Councilman Duran introduced an ordinance amending the Althen Street and Municipal Drive combined sewer ordinance, and Councilman Milne introduced an ordinance for a macadam pavement in Pullman Avenue. Councilman Peake introduced an ordinance for an asphalt pavement in Orleans Street; a concrete pavement and sewer in Shelbourne Road, and a concrete pavement and sewer in Edgemont Road.

Petition Asks "Lindbergh Square"
Councilman Goodwin filed a petition asking for the naming of the intersection of Central Avenue, North Street, and Hudson Avenue as "Lindbergh Square." It was referred to the city planning and zoning committee.

Councilman Milne filed a petition for an outlet sewer in the Lyell Avenue district. This section is the three-tenths of a mile at the Barge Canal bridge. The petition was introduced at the request of George C. Donahue, secretary of the Automobile Club of Rochester, and is part of the program of the club for improving the approaches to the city on the main roads. After the sewer is completed, a petition will be filed for a pavement. Councilman Milne filed a remonstrance against the improvement of Laurel Street. Mayor Wilson's ordinance authorizing Controller Higgins to invest in securities of the city of Rochester was passed.

Attack Through Fake Letters
As noted in our news columns yesterday, two letters received denouncing the appointment of Charles B. Raitt as director of parks were shown on investigation to bear "fake" signatures and addresses. The two letters were similar in typing and in the paper used. Both contained bitter and intemperate attacks on City Manager Stephen B. Story and Commissioner of Public Safety George J. Nier for the selection of Mr. Raitt and the promotion of Miss Gertrude Hartnett to deputy director of parks.

The Times-Union affords opportunity to all in its letter columns to express their views on matters of public interest. Such views may or may not be in accordance with the editorial position of this paper. To attempt to abuse this privilege of free expression by writing anonymous letters with false names and addresses attached, attacking public officials, is a contemptible trick.

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Says Ward Needs Improvement
Mrs. Greer asserted that the change of sentiment might be due to Supervisor Ferguson influencing the property owners as "he has been busy on the phone all day." When the laughter subsided Supervisor Ferguson caused another laugh by saying that Mrs. Greer was his school teacher and taught him all he knew. He pointed out that she did not own any property in the section covered by the improvement, but in the center section of Lake Avenue Boulevard, not under consideration, and he said that he felt it was his duty as a representative of the ward to determine the sentiment of the property owners and that was his reason for interviewing them today so that he could reflect their wishes.

He said that good roads are necessary if the Twenty-third Ward is to develop and the poor condition of the road is responsible for the lack of interest in people locating in the ward. He said that all of the property owners with whom he talked expressed their approval of the wider width and declared that they strongly urged the adoption of the amended ordinance. Supervisor Ferguson said that the benefits derived from the improvement would eliminate the "fearful" small arguments raised against it. He said that as a representative of the ward he felt that it was his duty to canvass sentiment and asked that the people of the ward have confidence in him as he was trying to do something of benefit to the entire ward.

Supervisor Ferguson added that criticism has been directed against former representatives of the ward because they did not accomplish anything or try to do anything. He said he was trying to be more than an errand boy for the Twenty-third Ward and strongly felt that the construction of the pavement would be one of the greatest developments in the interest of the ward. He said that the muddy condition of the street made it impossible for women to alight in front of the business properties on rainy days and that business was being attracted away from the section every day. He pointed out to the fact that plans are under way for the improvement of Dewey Avenue and Latta Road, and unless the former village of Charlotte did something to attract business and provide good facilities, business would rapidly decline and property values depreciate. He said that it was imperative that something be done in this direction and expressed confidence that the wider pavement eliminated the objections that were raised.

Without objection and paying for it and he was sure that the people of Charlotte would ride out on the Henrietta Road. He said that the people from all wards and he urged that the objectors take a broader view of the project as it would mean an immense development in their ward and to the city generally.

the city, and Lake Avenue is the logical route to be developed initially to serve this section.

"The Automobile Club of Rochester, representing some 12,500 members, is not interested in whether this pavement is concrete or asphalt, but is vitally interested in having this improvement go through at the earliest opportunity and not delayed simply because there is some opposition from a few citizens lacking vision and foresight."

PROBE IN FAY CASE INVITED BY LAZARUS

Says Civil Service Board Seeks Full Investigation of Smoke Inspector List

HEARING WILL BE HAD

Goodwin Objects to Delay of Report on His Broad Street Resolution

The fullest investigation of the circumstances under which Harry O. Fay was placed on the eligible list for smoke inspector is sought by the Municipal Civil Service Commission in a communication presented to the City Council last evening by City Manager Stephen B. Story.

The communication was sent to the Council by Louis E

Charity Item In Municipal Budget City's Charity Cost As City Assumes Fair Share Up 268 Per Cent.; Not Paying Share Before

Rochester Spent \$773,000 in 1928 to Care For Destitute as Compared to \$288,000 in 1925, Story Reveals—For First Time Not Shirking.

Cost to Rochester of caring for its destitute has increased over two and one-half times in the last four years, according to figures released today by City Manager Stephen B. Story.

In 1925 the city spent \$288,091 for Bureau of Charities work, hospital care, Grand Army of the Republic and World War Relief, Mr. Story said. In 1928 it spent \$773,084, an increase of 268 per cent.

The increase is accounted for by Mr. Story in the fact that the city now has accepted its fair share of the burden of caring for its indigent. In the past, he said, the city has not met its just obligation, but in the last year has accepted its responsibility without quibbling.

Mr. Story pointed out that there is no question of doing involved. Each individual case is carefully investigated, he said, before relief is given and the Bureau of Charities is trying to do its work on a rehabilitation basis, endeavoring to make families and individuals wholly or partially self-supporting again.

He pointed out that the four items in the city budget involving care for indigent were the only ones which exceeded \$225,000. In spite of this, he emphasized, the city had a half million dollar surplus to show for its first year of city manager government. Of the four major relief items, those of hospital care and World War relief show by far the largest increases in the last four years, that of hospital care increasing over three times and that of World War relief almost five.

Amount paid to the Bureau of Charities increased in the four years 1.6 times while the number of cases handled by the bureau increased 1.22 times in that same period.

In 1925 the Bureau of Charities paid out \$187,053, and last year, \$300,290. Five years ago it handled 2,991 cases and last year 4,896. In 1925 the bureau took over no cases from Community Chest supported agencies, 57 in 1926, 128 in 1927 and 213 last year.

The difference in the cost of the various branches of the city's charitable work in the last five years is as follows:

Amount paid to the four general hospitals for indigent sick: 1925, \$44,280; 1928, \$105,285; cost of indigent sick in municipal hospital, 1925, no indigent; 1928, \$184,754; amount paid for Bureau of Charities, 1925, \$187,053; 1928, \$300,290; G. A. R. relief, 1925, \$20,251; 1928, \$55,525; World War relief, 1925, \$27,497; 1928, \$127,230.

Moose To Conduct

TABLET WILL POINT ROUTE OF OLD ERIE

Historical Societies, State
Join in Getting Bronze
Marking Canal Bed

Dedication of a bronze memorial tablet to be erected on the Broad Street side of the City Hall building in commemoration of the Erie Canal and the early New England pioneers who migrated to the Genesee Country over its water, will be observed in the Council Chamber of the City Hall Sunday afternoon, March 10, at 3 o'clock, under the direction of the State of New York, the Rochester Colony of the Society of New England Women and the Rochester Historical Society. The tablet will be in place on the City Hall, and immediately following the exercises in the Council Chamber it will be unveiled.

A program to which the public is invited is being arranged by Mrs. Gilbert L. Lewis, president of the New England Women, and her committee, and Edward R. Foreman, city historian.

The early history of the canal will be recalled, how it was completed as far as Rochester in April, 1823, when 10,000 barrels of flour were shipped to Albany from Rochester in the first ten days of its operation. Two years and a half later the canal was completed to Buffalo.

Miss Mada Cox, historian of the New England Women, is chairman of the tablet committee. The expense is borne by the State of New York, the Rochester Historical Society and the Rochester Colony of New England Women.

Expert Soon Will Report On Plan To Dispose Of Sewage

Baker, Back From Boston Conference, Says
Harrison Eddy Is to Submit Program
to Relieve City of Responsibility
in Lake Pollution.

A program to rid Rochester of any responsibility for pollution of Lake Ontario beaches east of the Genesee River, and a survey of all Rochester sewage problems is expected to be placed in the hands of Commissioner of Public Works Harold W. Baker in two weeks by Harrison G. Eddy, consulting engineer.

Mr. Baker today returned from Boston where he conferred with Mr. Eddy. While Mr. Baker did not disclose any part of the program which Mr. Eddy has outlined, he said it dealt with methods of handling the sewage problem, and would treat with the lake pollution question which raised a city-county controversy last Summer.

Mr. Eddy is expected to advocate a plan to remove any by-passing of city sewage into the lake even during periods of high storm water. County authorities in the height of last summer's bathing season charged raw city sewage was being passed into the lake, making the condition of the water at the Municipal Bathing Beach at Durand-Eastman Park and at Webster a menace to health.

A survey was conducted then by the county and a detailed report

filed. City health officials declared the beaches were safe. The city then called in Mr. Eddy to study the situation. He is to report on methods of handling sewage in the Maplewood section.

LAKE POLLUTION REPORT SOON

Return of Public Works Commissioner Baker today from a conference in Boston with Harrison G. Eddy, consulting sanitary engineer, brought announcement that within ten days a complete report on all Rochester sewage disposal problems, and in particular pollution of bathing beaches between the Genesee River and Webster, would be available.

Just what was to be expected Mr. Baker declined to state, although he appeared confident that so far as pollution of the beaches by city sewage or deposits from industrial plants in the river is concerned, a program would be outlined to clear the city of responsibility.

County authorities last Summer charged the city's disposal plant at Irondequoit by-passed sewage into the lake, and that this returned to the bathing beaches, particularly the municipal beach at Durand-Eastman Park, constituting menace to public health.

The city in turn engaged the attention of state health officers, who denied the pollution. The county then engaged outside experts, who supported the original charges, with a long statistical report of an extensive survey.

EDDY ENGAGED
The result was the city engaged Mr. Eddy to study all its sewage disposal problems, that recommendations might be made for a new ed drainage system in the lower Tenth Ward and for increasing the capacity of the Irondequoit plant so that even in times of high storm water it could be operated without by-passing sewage into the lake.

Mr. Baker said Mr. Eddy's survey would be completed this week, and a report should follow soon.

Both the city and the towns have found that adequate planning and provision for future growth require co-ordination in improvements over continually widening areas. Rochester, the focus of traffic, is so located as to be about as far as possible from the eastern, western and southern boundaries of the county, while the lake lies to the north. A county commission, therefore, can deal with most of the planning questions which now arise, although an agency of still wider scope may eventually be required.

The Times-Union has consistently urged regional planning. It is now stated that the Board of Supervisors is prepared to set up a regional planning commission. Such a commission will find plenty of work to do, and can accomplish much if it sets about its task in the right way.

This is work of a character which should appeal to public-spirited men, and it may be hoped that the membership of the proposed commission, upon which much depends, will be of a character to inspire confidence and command support for its proposals.

rick Slavin, assistant superintendent,
and met Miss Constance Har-

More Buncombe

Recently a Rochester newspaper came off the presses all out of breath with the announcement that interests were "negotiating" for the purchase of the blast furnace land at Charlotte for the purpose of erecting a grain elevator. Whoever staged that piece of flim-flam did a mighty mean trick. To tell the folks at the river mouth that some big concern was interested in making a grain center out of the Genesee was dangling a most manifest fake before the eyes of Charlotte people and they might as well know the bitter truth.

Nobody in his right mind ever actually thought of erecting a grain elevator at Charlotte or Irondequoit Bay or at any other point on this particular section of Lake Ontario. Grain comes from the west and Buffalo and Toronto have the "jump" on any south shore Ontario communities, with the exception of Oswego, which already has a huge grain elevator ready to tranship the New York bound grain to the Barge Canal spur through Oneida Lake. Rochester is three or four days farther for an East bound grain boat on Lake Erie and why, with the heavy boat overhead, any grain boat should want to puff around through the Welland Canal to Rochester to tranship here and then retranship to a Barge Canal boat passes understanding. Certain of the traffic will certainly go to Oswego because Oswego had brains enough to get ready for it and that city is Lake and Barge Canal port (the waters mix), but Rochester will probably never become a grain shipment center. Rochester's great opportunity lies in the fact that she is the best junction point for Pennsylvania coke and Superior iron. That is the great port opportunity for Rochester, a realization of our chance to share in the iron and steel business. Rochester has an opportunity to develop a pulp paper industry if she has a good port and she also has the chance to be an ocean export point when the St. Lawrence is opened to the sea, but in the meantime let us not be fooled by Rochester daily newspapers which may be cooking up propaganda for favored friends.

The Canadian grain export business will find its continental terminal at Prescott, where millions of dollars are now being spent by intelligent Canadians in preparation for the future elevator requirements.

Of course, it is high time that Rochester began to think about her port problem, but the planning should be done intelligently. Charlotte will prosper by commerce; she cannot help it. But as far as any hope of making a sea port out of an alluvial river mouth Rochester may just as well hope for big platinum deposits under Main street. The only possible answer to our commercial shipping needs is Irondequoit Bay. There we may have furnace smoke, commercial dockage and factory sites to our heart's content without ruining residential districts. Dredging done in the bay will mean dredging done for years to come. There are already 40, 50 and 60 foot soundings for deep water shipping, and the center of the deep sounding area is two miles nearer Rochester's "four corners" than the river mouth. In cargo shipping those things count.

The United States government refused several years ago to spend any money on the river mouth and on another occasion refused to spend any money on Irondequoit Bay, because as the Engineer's report recited, "There have been no offers of local cooperation." What was behind those two failures will probably never be known. But the time for intelligent fresh endeavor has arrived. Let the bickering be buried in the past, and let us all hope that Rochester will rouse herself and ask for her share in the sun of commercial advantage.

PUBLIC WORKS HEAD DEMANDS A BID WAIVER

\$8,000 Expenditure for
Incinerator Repair;
Deal Private

RENEW NINE NOTES

Charlotte Woman Puts
Much Pep into Lake
Avenue Hearing

"This is Mrs. Greer talking." And it certainly was. The city council Monday night called for a public session on the question of giving Lake avenue a wide pavement in its lower reaches, and the trouble began almost immediately. The council was urged to proceed with the new road by the supervisor who supported the 54-foot projected width and who said that the business men of Charlotte were solidly behind the improvement. Then Mrs. Greer took command of the situation, and her crisp emphasis furnished the high-light of the evening. She had been a Charlotte school teacher some time ago and personally knew the supervisor and most of the business men. She was not at all impressed by their logic. She declared that the city had opened up a park at the lake and that the city held bond concerts down there for the benefit of up-town people who drove down to hear them; she said that the park contained valuable concessions and that the projected boulevard which would entail a heavy expense on property owners was nothing more than an entrance to the city's property, all of which made it reasonable and proper that the city should pay for the road itself. Mrs. Fred. Greer refused to be budged from her position by anybody, and the pleadings of Supervisor John G. Ferguson, who declared that poor roads were cramping the 23rd Ward's commercial style, did not impress her. Other citizens and interested parties divided on the subject fairly evenly, and during the course of the discussion the council was treated to practically all of the small gossip and community intimacies of Charlotte. It was pointed out that the city proposed to shoulder the lion's share of the improvement cost, and when the details of the plan were discussed much of the opposition disappeared, but there was ample evidence that mere annexation had not yet served to entirely remould Charlotte into a genuine city ward. They are still vigilantly watching their fiscal affairs in those parts.

\$8,000 Will Leave Town

Sponsored by Councilman Flynn the Commissioner of Public Works, Harold W. Baker asked for permission to do some \$8,000 worth of repairs on the city incinerators without asking for competitive bids. He said in his report that he had taken the matter up with the American Locomotive Company, and that they had sent an expert to town to estimate the cost of the job.

scowl that he would do so at next meeting. Nobody was seen tremble, however.

The investigation of the Pay appointment to the smoke inspectorship came to the fore by the reading of a letter from the secretary of the civil service commission in which the commission urged the council to go ahead and investigate. Goodwin, who had at a previous meeting tried to block the investigation, flopped over to the side of the Story-Baker interests in demanding that the investigation be held promptly and in public. The mayor pointed out that the matter was now in the hands of the personnel committee, and that it was a public corporation with powers according to such corporations.

and that they were the ones to determine just where and how they should hold the hearings.

City Renews Nine Notes

At the demand of the finance committee, represented by Councilman Adler the council sanctioned the renewal of nine notes totaling in value \$1,465,000. The biggest item was for \$1,100,000 for 1928 overdue tax notes.

Election Head Request

The council Monday night received a communication from the county commissioner of elections, H. A. Nichols, in which the city was requested to furnish him with sufficient copies of the local law affecting next fall's election for use by election boards. The commissioner added in his letter his opinion that the law as it stands contains many impracticable provisions which may tend to produce confusion at the polls. The council received the letter without comment.

Platt Gives Reasons For New Bond Law

Explains Provisions and
Methods of Procedure
at Conference

The following is the address of Corporation Counsel Clarence M. Platt before the Mayors' Midwinter Conference held in Albany yesterday. It was given by Mr. Platt to explain some of the reasons why the bill entitled "an act to amend a general city law in relation to the powers of cities to issue bonds and providing procedure for the issuance and validation of bonds" has been introduced and what advantages will come from the enactment of the same. Questions and answers relating to the measure were discussed by the Rochester Corporation Counsel as follows:

1. Is any debt limit liable to be exceeded?
2. For what purpose is the issue of bonds to be made?
3. Is this a "city purpose" under the constitution?
4. Has the city clear, express power by Charter or other statute to issue bonds for the proposed purpose?
5. Are the bonds to be paid and retired serially or by the operation of a sinking fund?
6. Can this be done?
7. What officers should sign the bonds?
8. How should the installments of serial bonds become due?
9. What provisions should the ordinance contain?
10. Will the bonds be sold with an approving opinion by well-known bond counsel most acceptable to all prospective bidders or will they be sold without opinion and subject to possible rejection by counsel for successful bidder?
11. Will bond counsel be able to approve? What kind of defects will prevent approval?
12. Can the legality or validity of the bonds be attacked after issuance?
13. What would be the effect on the city if an issue of bonds (Continued on Page 4)

The above entitled bill, as its name implies, clarifies the powers of cities to issue bonds, provides a procedure for issuing the same and a procedure to validate bonds. The following points illustrate substantially how the bill operates:

1. The bill does not, as it cannot, change or void statutory provisions.
2. A city may choose or elect to use the provisions of a bill or it may make use of a bill? Any city authorized to issue bonds for one or more city purposes.
3. What must a city do to make use of a bill?
4. (a). A city must adopt an ordinance stating substantially that said city elects to issue bonds under the bill which it is proposed to make Article 2-B of the General City Law.
5. What else must such ordinance provide? Such ordinance must contain nine further provisions which are set forth in Section 26 of the proposed Act and may be briefly stated as follows:
 - (a). The purpose or purposes for which such bonds are to be issued.
 - (b). The estimated life or usefulness of the specified object.
 - (c). That the bonds are to mature in serial installments.
 - (d). The rate or maximum rate of interest which such bonds are to bear.
 - (e). That all conditions precedent have been fully complied with.
 - (f). The officers who are to execute such bonds.
 - (g). That such bonds may contain a recital that they are issued pursuant to this article.
 - (h). That a sufficient tax shall be levied each year.
 - (i). That such bonds shall be sold, have been, sold in the market, city's share of such improvements. There are other statements which clarify the question of city purpose and which tie indirectly with the recent constitutional amendment of Section 8 of Article 10 relating to the debt exemption which certain cities are given. In other respects questions arising in regard to purposes are greatly clarified.
7. A requirement of the estimated life or usefulness of the specified object in other similar provisions contemplate that a community shall not be paying for an object after it has been worn out. A related matter coordinating the term of the bond issue to the life of the improvement as provided in the bill tends to bring about a policy of pay as you go.
8. Does the proposed bill do away with any existing requirements? No. It insists that they be followed. The bill provides that if any, including the action of any body or board, such as a Board of Education, the adoption of a proposition by the tax payers or voters or the adoption of a prior resolution ordinance subject to referendum where required by law, have been fully complied with, and that the ordinance shall so state. The general effect of the bill is to assure substantial compliance with all conditions precedent, at the same time validating against substantial defect.
9. The bill contemplates giving the people of the City adequate notice of the proposal to issue bonds. The bill also contemplates the statement in the authorizing ordinance that such bonds may contain a recital that they are issued pursuant to the proposed article and that such recital shall be conclusive evidence of the legality of the issue of the bonds and their validity.
10. This procedure is short and does not contemplate court action unless a dissatisfied taxpayer commences the same within twenty days from due notice.

Letters to the Editor

Feb. 16, 1929.
To the Editor of the Monroe Republican:

In the local news of the Rochester Times-Union of February 15, we note an item regarding the abolition of the horse-drawn vehicles by the Commissioner of Public Works. It is rather ironical that the Humane Society first recommended the abolition of the horses for the collection of ashes in the city. It is about time they have noticed the manner in which these dumb animals have to be driven out Chilli avenue and especially during the winter months. But the question arises "why do these men drive their teams in this manner?" They are forced to drive fast to make a living wage for themselves and their teams. These teams must draw from four to five loads of ashes a day which means thirty-five to forty miles a day. We wish the reader would ask the Rochester Carting Company what distance they expect a team to travel for a day's work. They will say twenty miles is the average distance for a day's work. In most cases this is their only means of livelihood and they have no other alternative left only to kill their horses. We noticed that Mr. Baker said that horses were more economical. We certainly agree with him in this respect. But why are they so economical? It is the competition among the team owners says Mr. Baker. We expect Mr. Baker will give the ash men another cut in their wages soon, as there are so many men unemployed at this time.

Mr. Baker does not realize that this competition is not confined to the collection of ashes alone. There are probably a hundred men in this city who would take his position for six thousand a year instead of twelve thousand a year and these men are as well qualified as Mr. Baker. Perhaps one of these men would make it his business to go out Chilli avenue about 8 o'clock in the morning and notice the teams trotting out the avenue with a big load of ashes. We think Mr. Baker goes out late in the afternoon when the horses are no longer able to trot. Just think, Mr. Baker's salary for one week would pay eight teams with drivers for one week!

If this is the economics of the new Administration resort we fear for the future of our fair city in such hands.

Respectfully yours,
TEAMSTER'S DAUGHTER.

PARKER MAKES PLEA FOR NEW MUSEUM HOME

A plea for a better location and more commodious quarters for the Rochester Municipal Museum was voiced by its director, Arthur C. Parker, in an address before a dinner meeting of the Torch Club at Sagamore Hotel last night.

"The present location of the museum is not an ideal one and largely militates against its successful operation," Mr. Parker declared. "It is not near the center of the population, nor is it in one of our show parks."

To make the museum an outstanding educational asset for the whole city several things must be accomplished, according to Mr. Parker.

Rochester, out of respect for itself, must build a modern museum building in a place that will represent Rochester's civic spirit. The city government must see that only museum men of high standing in the museum world become members of the staff. There must be an adequate appropriation for museum support. The administration of the museum must have the hearty backing of the people. There must be no jealousy to hamper and retard development.

In Memory of the Canal

It gives one a bit of a start to realize that the Erie Canal is already far enough back in history to need a "memorial," such as that which various historical societies will dedicate Sunday on the Broad Street side of the City Hall building. But there are undoubtedly many persons living in Rochester who have forgotten the canal; they cannot, by personal recollection, associate the smooth surface of Broad Street and the neat trackage of the Subway with the yellow stream which once used to encounter on any extended trip about the city.

From the point of beauty, the loss of the old canal was no hardship, but its sentimental appeal still lingers, and this will be perpetuated in the new bronze medal that will overlook the site of the once busy waterway. The Erie Canal not only was a part of the history of the section; it helped to make history. Its placid bosom offered the only means of transportation from the east, and its packet boats brought the pioneers who wrought the sturdy foundations of the Genesee country and gave them means of communication with the folks back home.

Hard as it is to think of this region without railroads, roads and the myriad means of modern transportation, it is even harder to think of it before the days of the canal. What the Erie Canal did towards opening up the section was quite as important, in degree, as what subsequent improvements have done towards developing it.

City Planners Veto Request for 48-Foot Street in Plymouth

The petition of property owners in Plymouth Avenue South, from the Pennsylvania Railroad bridge to Barton Street for a 48-foot pavement was disapproved by the City Planning Commission, according to a resolution furnished by City Manager Story yesterday by Arthur L. Vedder, secretary. The ordinance submitted to the City Council, which requires the approval of the City Planning Commission, provides for a pavement 48 feet in width, with walks 6½ feet in width. This was desired as a means of preventing cutting down terraces in certain sections of the street and saving some of the shade trees.

The commission decided by unanimous action that the minimum width of the road shall be 50 feet. Its resolution reads:

"Resolved, that it is the decision of this commission, reinforced by the opinion of competent city authorities, that a minimum width of 50 feet should be required between curbs on a 66-foot street, which is a main thoroughfare having a double street car track in the center, thus providing for six lines of traffic, or four lines of traffic and one line of parking additional on each side nearest the curb."

The resolution was presented by John Fuldner and seconded by Edward G. Miner. It will be presented to the City Council by Mr. Story Monday evening.

RULING NEAR ON RIGHT TURNS

A decision on the Chamber of Commerce petition for right turns at downtown intersections in Main Street will be made within a week. Safety Commissioner Nier announced today, after a talk with City Manager Story and chamber officials.

Mr. Nier said the city government will make every possible concession to the needs of downtown business, and still safeguard the pedestrian. Recently the chamber advocated right turns, contending that as they were permitted in larger cities with greater traffic problems, they should be permitted here, especially as merchants believed they would aid business.

CONFER ON CITY ELECTION LAW

The herculean task of making Rochester's non-partisan election law fit the general election laws of the state was under way today after a conference of Isaac Adler, chairman of the City Council Law Committee; Irving L. Gelsner, deputy corporation counsel; and City Clerk O'Leary with Election Commissioner Nichols and James E. Cuff, county attorney. Charles R. Dalton of the Bureau of Municipal Research was an invited spectator. Beyond the fact that there are some questionable features to the non-partisan law, as it is expected to operate in the primary of next September 17, and that the burden of conducting a non-partisan primary on the same day as the regular party primaries and in the same booth may break down the old machinery, little was disclosed as to what happened at the conference.

TO HOLD MEETINGS
All parties to it said there would be other conferences before making a public statement to clarify a recent communication of Mr. Nichols to the City Council.

Mr. Nichols asked the Council to buy twenty-five additional voting machines to take care of two or three more districts, to be created, and to print a copy of the local non-partisan election law showing where and how it fits into the state law, for distribution to election inspectors.

The City Council postponed action to have a conference with Mr. Nichols on all questions raised against the non-partisan election law as it now exists.

OTHERS NEED MACHINES
Not alone will Rochester need additional voting machines and districts next fall, but so will the towns of Brighton, Greece and Tonawanda. Town boards of the first two were to take action on buying at least one machine each, tonight, with Tonawanda to take action tomorrow night.

Buffalo Looks Ahead

The city of Buffalo has been taking look ahead. Capital expenditures over period covering the next five years have been prepared by the city departments and placed before the Common Council and the City Planning Commission.

This is the first time in its history the city has studied expenditures so far in the future. "The value of this survey is our prospective needs," says the Buffalo Courier-Express, "lies in the fact that the are now to be brought into comparison and through that comparison judgment can be based as to their respective necessity. The city can thus spare itself the embarrassment of blindly undertaking any one project without full knowledge of its relation to other projects and the financial limitations that apply to the aggregate."

The result was interesting. The projects proposed represented a total cost of \$109,000,000, divided as follows: Department of public works, \$69,849,208; education, \$22,842,251; parks, \$3,401,500; Buffalo City Hospital, \$2,969,216; police, \$2,963,305; fire, \$445,200; health, \$1,734,000; social welfare, \$325,000.

The total exceeded by \$40,000,000 the amount that the city would be able to finance for capital improvement purposes. This means, of course, that some projects will have to be postponed. But the city authorities have the advantage, with the survey before them, of being in possession of data by which they can apply the pruning knife intelligently and rate capital projects according to their necessity and importance. This is the only method by which such a result can be achieved.

COMMITTEE SCORES CITY FAILURE TO CO-OPERATE

Supervisors Grant Request of Investigators To Keep on with Study of Matter

Action taken by the Board of Supervisors yesterday was considered tantamount to a declaration by the county that unless the city attends to purifying Lake Ontario bathing beaches, the county itself will undertake the work.

The special committee named by the supervisors which investigated sewage pollution of the lake beaches between the Genesee River and Nine Mile Point asked consent to continue as an investigating committee, to make certain the city responds to the demands of the supervisors.

This report by the county organization came just at a time when the city anticipates a report of its own on the whole question of municipal sewage disposal, with recommendations for handling Tenth Ward sewage, without emptying it into the river and for so enlarging the city owned ironquilt disposal plant as to remove all responsibility by the city for pollution of lake shore waters.

FEELING AGAINST CITY
Just what further action the committee of the supervisors would take was not told, but that it was granted authority to continue its investigations meant only that it would act if the city did not.

James E. Cuff, county attorney, said the county wanted the lake beaches free of city sewage, and desired more of a spirit of cooperation than was shown when the investigating committee of the Supervisors had city officials before it.

Then, according to the report, the city officials, who consisted of City Manager Story and Public Works Commissioner Baker, made light of the county charges.

The report charges Public Works Commissioner Baker "flatly refused to answer" questions which the committee asked.

"As an example of the subjects your committee wished to have answered," states the report, "we will cite the following: CITY CLAIM CHALLENGED
"The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage, which were received at the city's Durand-Eastman disposal plant were diverted and by-passed at that plant and poured into the lake without septic treatment."

"These reports show that in the year 1927 alone, the last year reported upon, over two billions of gallons of sewage were poured into the lake thus untreated!"
"The claim had been made that this was made necessary, because of the inadequate size of the sewage disposal plant. This claim will not bear examination, because additional facts shown in the report prove that it is not tenable."

"For example, in December, 1927, the last month reported upon, there were successfully treated at the plant one billion seven hundred ninety-five millions of gallons of sewage. Obviously, this shows that the plant was capable of taking care of that amount in one month."

upon the lake front furnishes real warrant for alarm."

"It is hoped that there will be no serious epidemic caused by reason of official laxity."

"The committee recommends that it be continued in order that it may take measures to relieve the situation."

INCINERATOR UNITS WILL BE REPAIRED

Work To Cost \$8,000 Will Save City Replacement Expense of \$70,000

BAKER WANTS ADDITION

More Equipment Necessary To Dispose of Rubbish in Future, He Says

Two incinerator units that would cost approximately \$70,000 to replace will be salvaged as the consequence of an investigation made by Harold W. Baker, commissioner of public works, into the possibilities of repairing them.

As the result of the visit here of engineers of the American Locomotive Company at the request of Commissioner Baker, an estimate of \$2,000 for repairs was obtained, and the matter was submitted to the City Council by City Manager Stephen R. Story. Award of work on a noncompetitive basis is provided by a resolution presented by Councilman Edward P. Flynn, chairman of the public works and engineering committee.

Had Become Nearly Useless
Commissioner Baker points out that the two incinerator units, installed in 1916, apparently had virtually outlived their usefulness.

Through the investigation conducted in conjunction with the locomotive company, in 1922, the quantity of rubbish handled totaled 10,615 tons, and this increased in 1928 to 20,666 tons, or nearly double. Commissioner Baker notes that the high disposal has greatly increased through the more general use of box board cartons instead of wood boxes, and each year this is adding to the incinerator load.

In his first study of the problem of increasing the efficiency and capacity of the incinerator plant, Commissioner Baker thought that it would be necessary to have the two De Carle incinerator units replaced.

The American Locomotive Company men have carefully checked the work that could be done to repair the high pressure boilers, and Commissioner Baker said that the work proposed consists of cutting out the fire box sheets, application and welding on of new sheets, furnishing and applying necessary stay and bolts, also welding and riveting complete, furnishing and applying of seven new fire door rings, and furnishing and applying new solid rectangular steel fire box or mud rings to replace the pressed such repairs do not lend themselves well to competitive bidding, and require the skill of men experienced in work of a similar character.

Believes Addition Necessary
The Commissioner said that another subject that requires attention is the necessity for additional and reserve capacity at the plant. He considers that it is desirable that the city construct an addition to the present incinerator building and also a new rubbish burner and new stack, and install additional waste heat boilers which would utilize the heat of combustion in generating steam which may be used on the garbage plant and thereby reduce the amount of steam purchased from the Rochester Gas & Electric Corporation.

W. H. Baker, a memorandum to the City Council recommending the appropriation of sufficient funds to permit the construction of the addition, insuring sufficient capacity in the incinerating tonnage which is sure to come in future years.

Mr. Baker points out that the collection of rubbish in 1928 averaged 385 tons a week, and the maximum tonnage for one day was 58 tons.

OFFICIALS FAVOR NEW POOR LAW

Fearon-Shonk Measure Gets Unanimous Indorsement of County Superintendents

UNIFIES WELFARE WORK

Minor Changes Suggested at Convention by Platt and Kuolt of Rochester

Albany Bureau Democrat and Chronicle
Albany, March 3.—Organizations backing the Fearon-Shonk bill, enacting a new public welfare or "poor law," look for early and favorable action after the expert approval given to the bill by the State Association of County Superintendents of the Poor and Poor Law Officials at their convention in this city Thursday.

The association, by unanimous vote approved the bill, which repeals the present alleged Poor Law and 140-odd complicated special statutes, and enacts a unified public welfare law for the state. After full discussion, resolutions proposed by Miss Ruth Taylor, deputy commissioner of public welfare of Westchester County, urging the Legislature to pass the bill, were passed.

Rochester Men Suggest Changes
Some minor changes were suggested Wednesday, when Corporation Counsel Clarence M. Platt of Rochester and Oscar W. Kuolt, general secretary of the Council of Social Agencies, conferred with Miss Elsie M. Bond, assistant secretary of the State Charities Aid Association, who assisted in drafting the bill. Miss Bond agreed to the propriety of the suggested changes, and the necessary amendments probably will be made from the floor of the Senate, or in committee.

Under the bill, the state is divided into county and city public welfare districts. Cities of New York, Kingston, Newburgh, Oswego, and Poughkeepsie, which operate their own almshouses, are constituted city public welfare districts. The county public welfare district is formed by the towns and the cities situated in the county. In Dutchess, Orange, Oswego, and Ulster counties, the county public welfare district consists of the territory outside of the cities constituted city public welfare districts, which are situated in these counties. Cities forming part of a public welfare district continue to have the same powers and duties in relation to the care of the poor as at present, and their relation to their county is unchanged.

Provides Welfare Supervision
A county commissioner of public welfare, elected or appointed according to the law relating to the county, will be the administrative official in the county public welfare districts. Each town board officer, or appoint the town supervisor to act in such a capacity. A city public welfare officer would be appointed or elected in each city, according to provisions of the city charter.

The responsibility for the relief and care of the poor would be divided between the county, towns, and cities. The town public welfare officer would give home relief at town expense to persons living in his territory. The city public welfare officer would give such relief as a county home or could contract with another district for the care of its adult poor. Any town with its own almshouse might continue to operate it.

Duties provided are made for the investigation and supervision of the poor in their homes and in institutions, and for medical care. Powers and duties of all public welfare officials in relation to adults, children, the blind, and those in need, are defined.

NIER CREDITS TO POLICE CUT IN INSURANCE

Says Lower Rates Reflect Efficiency of Bureau Under New Charter

SEES BETTER MORALE

Believes Elimination of Politics and Favoritism Causes Better Work

By HIRAM MARKS
Elimination of politics and favoritism in the administration of police affairs, as required by City Manager Stephen B. Story when he took up his responsibilities as chief executive officer under the City Manager Charter has been reflected in a sharp decrease in insurance rates in Rochester, says George J. Nier, commissioner of public safety, who is directly in charge of the Police Bureau.

Commissioner Nier said that the morale and enthusiastic work of the police as a consequence of the program of the city manager administration to recognize only faithful service and ability, has made Rochester one of the cleanest and most orderly cities in the United States.

This situation, according to Commissioner Nier, is one of the outstanding achievements of the city manager administration and to reduction of insurance rates in Rochester. He said that the casualty companies have their rates on actual performance, not speculation, and exhaustive inquiry into their representatives make into a rate situation takes cognizance of crime record and police performance as outstanding factors.

Gives Credit to Traffic Work

Not only has police activity been reflected in radical reductions in automobile theft insurance and in the cost of burglary insurance on merchandise, but there has been a lowering in the cost of automobile liability insurance premium. This reduction is especially significant, says Commissioner Nier, as it shows the efficiency with which the traffic regulations have been enforced, and this has resulted in benefits to pedestrians and motorists alike. Rochester, according to statistics gathered by Commissioner Nier, is the safest city of comparable size in the country for pedestrians and motorists, and accidents within safety zones and at street intersections are uncommon here as compared with their frequency of a crime field.

Poor Field for Criminals

"Rochester is free from a vice element, such as flourishes in many cities no larger than our own," Commissioner Nier said. "The law is strictly enforced, and every citizen is scrutinized. Every criminal is made too hard for criminal to ply his trade, and, things considered, the police have accomplished wonders, especially when it is taken into consideration that we are undermanned compared with other cities, and increased traffic congestion makes it necessary for more and more officers to be assigned to this branch of duty. Numerous officers have been inaugurated in the Police Bureau. The use of precincts makes it possible for more speedy attention to crime alarms. The Bertillon system has been improved and organized and brought to a par with other cities. The Auto T. Squad has accomplished much, not only in protecting the city from thousands of dollars in property loss, but in the streets."

"The Police Bureau has secured fully to the responsibility that City Manager Story imposed on it. We are ever ready to give the city the best of our efforts and will be kept up to date."

States Her Position On Lake Ave. Paving

Editor, Times-Union:
At a meeting of the taxpayers on Lake Avenue, from Riverside Cemetery to the lake, which was held at St. George's Hall on Feb. 22, it was voted that the present ordinance for the paving of Lake Avenue from Sixteen Street to the lake be held up for a period of from two to three years.

Mrs. N. Wickham, who had commenced to circulate a petition differing in wording from the motion, was asked by Supervisor John G. Ferguson if she wished to have anyone to assist her to get signatures to a petition in accordance with the motion. She answered that James Spagnola had been helping her and that with his help and that of Mrs. Greer she could cover the territory before Monday night. To this the supervisor agreed. He told the people he would back them in this matter. The next day both ladies were told he was working against the petition.

All taxpayers on Lake Avenue were invited to be present at the meeting of the Common Council on Monday evening by Councilman Nelson A. Milne, who was present on Thursday evening. Mr. Ferguson said on Monday evening that Mrs. Greer does not own any property covered by the present ordinance, but he did state that he had readily agreed to her assisting Mrs. Wickham. He said "Mrs. Greer was my teacher and taught me all I know." She says "I never taught him any such thing. She owns about 230 feet of Lake Avenue, which means an assessment of several thousand dollars. Surely she is interested."

Mr. Ferguson said he was speaking in the interest of a Charlotte merchant who owns 1,200 feet of Lake Avenue in the section affected by the ordinance and wants the pavement. The gentleman referred to is not a merchant of this variety of St. Paul Street. He is a member of a corporation which has bought or has the leasing of the Kenmore Hotel, the Union Trust Bank, a restaurant or two, other business places, and an apartment house. The two business men whose signatures Mr. Ferguson said Mrs. Greer had secured when the ordinance called for a 40-foot pavement, and who wished to have their names not considered as being on the petition, did not phone here to remove them. He mentioned one name only.

The third person and not the first is used by the writer.
(MRS.) EMMA M. POLLARD GREER.
Rochester, Feb. 28, 1929.

Lake Water Pollution Charges Justified, Supervisors Report

Dangerous Condition Exists, Group Says. Criticising City for Disregarding Original Complaint of Supervisor Dayton of Webster

Complaint of Supervisor Dayton T. Lawrence of Webster made last Summer, that lakeshore property in the town was being damaged through pollution of the Lake Ontario by city sewage, yesterday was reported to be justified by a special committee of the Board of Supervisors.

The committee, appointed some months ago to investigate Supervisor Lawrence's complaint, was composed of Supervisors Timothy Kelly, Herbert S. Jenner, William F. Schmitt and Jesse B. Hannan.

Dangerous Condition
"Our committee is satisfied that there is a dangerous condition existing along the lakefront," the report states, emphasizing that it considered the city officials have not given sufficient consideration to the original charges and the report of an investigation conducted by Prof. Henry N. Ogden of Cornell University. Continuing, the report reads as follows:

"Professor Ogden's report, showing the cause of the trouble, is not only on one particular day, but on several days selected to secure varying conditions, coupled with the seeming failure on the part of the city authorities to realize the menace to public health that exists upon the lake front, furnishes real cause for alarm. It is hoped there will be no serious epidemic caused by reason of official laxity."

In its report the committee referred to a meeting of the committee with city officials relative to the pollution controversy as follows:

"On Dec. 22, 1928, a meeting of the committee was held, to which meeting City Manager Story and Public Works Commissioner, Harold W. Baker, were invited. For that meeting your committee prepared a list of questions which, if answered, would have thrown much light upon the situation. However, at the meeting Commissioner of Public Works Harold W. Baker, flatly refused to answer these questions, and City Manager Story, his superior, who was present, failed to direct him to answer them."

Criticize Excuses
"As an example of the subjects your committee wished to have answered by Mr. Baker, and which Mr. Baker refused to answer, we will cite the following: The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage were received at the city's Durand-Eastman disposal plant were diverted and by-passed at that plant and poured into the lake thus untreated."

Continued on Page 59

162 Letters to the Editor

To the Editor of the Monroe Republican:

In the local news of the Rochester Times-Union of February 15, we note an item regarding the abolition of the horse-drawn vehicles by the Commissioner of Public Works. It is rather ironical that the Humane Society first recommended the abolition of the horses for the collection of ashes in the city. It is about time they have noticed the manner in which these dumb animals have to be driven out Chilli avenue and especially during the winter months. But the question arises "why do these men drive their teams in this manner?" They are forced to drive fast to make a living wage for themselves and their teams. These teams must draw from four to five loads of ashes a day which means thirty-five to forty miles a day. We wish the reader would ask the Rochester Carting Company what distance they expect a team to travel for a day's work. They will say twenty miles is the average distance for a day's work. In most cases this is their only means of livelihood and they have no other alternative left only to kill their horses. We noticed that Mr. Baker said that horses were more economical. We certainly agree with him in this respect. But why are they so economical? It is the competition among the team owners says Mr. Baker. We expect Mr. Baker will give the ash men another cut in their wages soon, as there are so many men unemployed at this time.

Mr. Baker does not realize that this competition is not confined to the collection of ashes alone. There are probably a hundred men in this city who would take his position for six thousand a year instead of twelve thousand a year and these men are as well qualified as Mr. Baker. Perhaps one of these men would make it his business to go out Chilli avenue about 8 o'clock in the morning and notice the teams trotting out the avenue with a big load of ashes. We think Mr. Baker goes out late in the afternoon when the horses are no longer able to trot. Just think, Mr. Baker's salary for one week would pay eight teams with drivers for one week!

If this is the economics of the new Administration resort to, we fear for the future of our fair city in such hands.

Respectfully yours,
TEAMSTER'S DAUGHTER.

PARKER MAKES PLEA FOR NEW MUSEUM HOME

A plea for a better location and more commodious quarters for the Rochester Municipal Museum was voiced by its director, Arthur C. Parker, in an address before a dinner meeting of the Torch Club at Sagamore Hotel last night.

"The present location of the museum is not an ideal one and largely militates against its successful operation," Mr. Parker declared. "It is not near the center of the population, nor is it in one of our show parks."

To make the museum an outstanding educational asset for the whole city several things must be accomplished, according to Mr. Parker.

Rochester, out of respect for itself, must build a modern museum building in a place that will represent Rochester's civic spirit. The city government must see that only museum men of high standing in the museum world become members of the staff. There must be an adequate appropriation for museum support. The administration of the museum must be devoid of politics. The museum must have the hearty backing of the people, and work must be no jealousy to hamper development.

In Memory of the Canal

It gives one a bit of a start to realize that the Erie Canal is already far enough back in history to need a "memorial," such as that which various historical societies will dedicate Sunday on the Broad Street side of the City Hall building. But there are undoubtedly many persons living in Rochester who have forgotten the canal; they cannot, by personal recollection, associate the smooth surface of Broad Street and the neat trackage of the Subway with the yellow stream which one used to encounter on any extended trip about the city.

From the point of beauty, the loss of the old canal was no hardship, but its sentimental appeal still lingers, and this will be perpetuated in the new bronze medal that will overlook the site of the once busy waterway. The Erie Canal not only was a part of the history of the section; it helped to make history. Its placid bosom offered the only means of transportation from the east, and its packet boats brought the pioneers who wrought the sturdy foundations of the Genesee country and gave them means of communication with the folks back home.

Hard as it is to think of this region without railroads, roads and the myriad means of modern transportation, it is even harder to think of it before the days of the canal. What the Erie Canal did towards opening up the section was quite as important, in degree, as what subsequent improvements have done towards developing it.

City Planners Veto Request for 48-Foot Street in Plymouth

The petition of property owners in Plymouth Avenue South, from the Pennsylvania Railroad bridge to Barton Street for a 48-foot pavement was disapproved by the City Planning Commission, according to a resolution furnished by City Manager Story yesterday by Arthur L. Vetter, secretary. The ordinance submitted to the City Council, which requires the approval of the City Planning Commission, provides for a pavement 48 feet in width, with walks 6 1/2 feet in width. This was desired as a means of preventing cutting down terraces in certain sections of the street and saving some of the shade trees.

The commission decided by unanimous action that the minimum width of the road shall be 50 feet. Its resolution reads:

"Resolved, that it is the decision of this commission, reinforced by the opinion of competent city authorities, that a minimum width of 50 feet should be required between curbs on a 66-foot street, which is a main thoroughfare, having a diamond street car track in the center, thus providing for six lines of traffic, or four lines of traffic and one line of parking additional on each side nearest the curb."

The resolution was presented by John Fulmer and seconded by Edward G. Miner. It will be presented to the City Council by Mr. Story Monday evening.

RULING NEAR ON RIGHT TURNS

A decision on the Chamber of Commerce petition for right turns at downtown intersections in Main Street will be made within a week. Safety Commissioner Nier announced today after a talk with City Manager Story and chamber officials.

Mr. Nier said the city government was ready to make every possible concession to the needs of downtown business, and still safeguard the pedestrian.

Recently the chamber advocated right turns, contending that as they were permitted in larger cities with greater traffic problems, they should be permitted here, especially as merchants believed they would aid business.

CONFER ON CITY ELECTION LAW

The herculean task of making Rochester's non-partisan election law fit the general election laws of the state was under way today after a conference of Isaac Adler, chairman of the City Council Law Committee; Irving L. Gelsler, deputy corporation counsel, and City Clerk O'Leary with Election Commissioner Nichols and James E. Cuff, county attorney. Charles R. Dalton of the Bureau of Municipal Research was an invited spectator.

Beyond the fact that there are some questionable features to the non-partisan law, as it is expected to operate in the primary of next September 17, and that the burden of conducting a non-partisan primary on the same day as the regular party primaries and in the same booth may break down the old machinery, little was disclosed as to what happened at the conference.

TO HOLD MEETINGS
All parties to it said there would be other conferences before making a public statement to clarify a recent communication of Mr. Nichols to the City Council.

Mr. Nichols asked the Council to buy twenty-five additional voting machines to take care of twenty-one more districts to be created, and to print a copy of the local non-partisan election law showing where and how it fits into the state law for distribution to election inspectors.

The City Council postponed action to have a conference with Mr. Nichols on all questions raised against the non-partisan election law as it now exists.

OTHERS NEED MACHINES
Not alone will Rochester need additional voting machines and districts next Fall, but so will the towns of Brighton, Greece and Irondequoit. Town boards of the first two were to take action on buying at least one machine each, tonight, with Irondequoit to take action tomorrow night.

"Yet, during the first eleven months of that year, there was no month in which as much as even one billion seven hundred million gallons per month reached the plant from the city. Yet during these eleven months, when much less sewage reached the plant than its demonstrated capacity, the city authorities saw fit to divert into the lake over two billion (2,000,000,000) of gallons of sewage without treatment. Why this sewage was diverted into the bay, although the plant was apparently capable of taking care of it, is as yet unexplained."

"For a further example, from the city's own reports, it is shown that there was only one month out of the sixty months reported upon in which the amount of sewage arriving at the plant exceeded one billion seven hundred million gallons, remembering always that the plant did take care of practically one billion eight hundred million gallons in December, 1927, according to the city's reports."

UNNECESSARY DUMPING
"Yet during those fifty-nine months in which the amount of sewage arriving at the plant was less than the demonstrated plant capacity, sewage untreated in the septic tanks was dumped into the lake forty-two separate and distinct months during that period."

"As to why it was necessary to dump this sewage into the lake during those forty-two (42) months, this committee has yet failed to receive any explanation from the city authorities. This is only one of the many subjects which your committee desires to question the city's authorities upon, but upon which they would not tolerate questions."

"Your committee is satisfied that there is a dangerous condition existing along the water front. They are satisfied that the complaint made by the supervisor from Webster was justified. Professor Ogden's report, showing the entire area teeming with germs, not only on one particular day, but on several days, selected to secure varying conditions, coupled with the seeming failure on the part of the city authorities to realize the menace to the public health that exists upon the lake front, furnishes real warrant for alarm."

"It is hoped that there will be no serious epidemic caused by reason of official laxity."

"The committee recommends that it be continued in order that it may take measures to relieve the situation."

Had become Nearly Useless
Commissioner Baker points out that the two incinerator units, installed in 1916, apparently had virtually outlived their usefulness until it was found possible to salvage them through the investigation conducted in conjunction with the locomotive company. In 1922, the quantity of rubbish handled totaled 10,615 tons, and this increased in 1928 to 20,066 tons, or nearly double. Commissioner Baker notes that the rubbish disposal has greatly increased through the more general use of box board cartons instead of wood boxes, and each year this is adding to the incinerator load.

In his first study of the problem of increasing the efficiency and capacity of the incinerator plant, Commissioner Baker thought that it would be necessary to have the two De Cade incinerator units replaced.

The American Locomotive Company men have carefully checked the work that could be done to repair the high pressure boilers, and Commissioner Baker said that the work proposed consists of cutting out the fire box, shortening the tubes and reboiling them.

fare officer would give home relief and hospital care at city expense to persons living in his territory and also exercise any additional powers under his charter or local laws.

The county commissioner of public welfare would give institutional care for adults, care for dependent children away from their families, children born out of wedlock, physically handicapped children, and persons cared for in places other than that of their legal settlement. He also would care for persons having no settlement in a town or city in his territory.

The board of supervisors could charge back any or all of these types of relief administered and paid for by the county commissioner to the town or city of the person's legal settlement, except when it is taken into consideration that we are undermanned, compared with other cities, and increased traffic congestion makes it necessary for more and more men to be assigned to this branch of duty.

Studies are being carried on, Mr. Baker said, and as soon as definite recommendations can be made, he will submit a memorandum to the City Council recommending the appropriation of sufficient funds to permit the construction of the addition, insuring sufficient capacity in the incinerator, and providing for the increasing tonnage which is sure to come in future years.

Mr. Baker points out that the collection of rubbish in 1928 averaged 385 tons a week, and the maximum tonnage for one day was 48 tons.

INCINERATOR UNITS WILL BE REPAIRED

Work To Cost \$8,000 Will Save City Replacement Expense of \$70,000

BAKER WANTS ADDITION
More Equipment Necessary To Dispose of Rubbish in Future, He Says

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OFFICIALS FAVOR NEW POOR LAW

Farman-Shank Measure Gets
Approval of Board of Supervisors

It was the opinion of the board of supervisors that the Farman-Shank measure for the improvement of the poor law should be adopted.

The board of supervisors met today to consider the Farman-Shank measure for the improvement of the poor law. The measure was introduced by Supervisor Farman and was supported by the majority of the board.

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STATES HER POSITION ON LAKE AVE. PAVING

Editor, Times-Union:
At a meeting of the taxpayers on Lake Avenue, from Riverside Cemetery to the lake, which was held at St. George's Hall on Feb. 22, it was voted that the present ordinance for the paving of Lake Avenue from Stetson Street to the lake be held up for a period of from two to three years.

Mrs. N. Wickham, who had come to circulate a petition differing in wording from the motion, was asked by Supervisor John G. Ferguson if she wished anyone to assist her to get signers to a petition in accordance with the motion. She answered that her and that of Mrs. Green could cover the territory before Monday night. To this the supervisor agreed. He told the people he would back them in this matter. The next day both ladies were told he was working against the petition.

All taxpayers on Lake Avenue were invited to be present at the meeting of the Common Council on Monday evening by Councilman Nelson A. Milne, who was present on Thursday evening. Mr. Ferguson said on Monday evening that city covered by the present ordinance, but he did not state that he had readily agreed to her assisting Mrs. Wickham. He said "Mrs. Green was my teacher and I taught her all I know." She says "I never taught him any such tactics." She owns about 250 feet of Lake Avenue, which means an assessment of several thousand dollars. Surely she is interested.

Mr. Ferguson said he was speaking in the interest of a Charlotte merchant, who owns 1,200 feet of Lake Avenue in the section affected by the ordinance and wants the pavement. The gentleman referred to is not a merchant of this ward.

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Rochester, Feb. 28, 1929.

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LAKE WATER POLLUTION CHARGES Justified, Supervisors Report

Dangerous Condition Exists, Group Says, Criticising City for Disregarding Original Complaint of Supervisor Dayton of

PRICE TOLD OF PLUMBING CERTIFICATE

Advance Copy of Test Cost
Him \$300, Asserts Witness
in Conspiracy Trial

MARKED BILLS IN COURT

Money Said to Have Been
Paid to Frank H. Miles
Identified by Nier

Three hundred dollars, said by the prosecution to have been paid to James F. Hogan of 248 Tremont Street and Frank H. Miles of 176 Winbourne Road, by George St. Louis in return for copies of examination papers and blueprints to be used in an examination for master plumber by the Examining Board of Plumbers, yesterday was flashed before a County Court jury in the joint trial of Miles and Hogan for alleged conspiracy.

The money was identified by St. Louis and George J. Nier, commissioner of public safety, as the same currency used by Mr. Nier and police in a trap laid for Miles and Hogan last May 24. St. Louis also identified a receipt for the money which he said Miles signed and delivered to him.

Says Information "Worked"

St. Louis, employed by the Stecher Lithographic Company, testified he twice failed to pass the plumber's examination before others advised him to see Miles, "who would help him to prepare for the examination."

St. Louis said he visited Miles and was told he could have copies of the examination papers to be used at the next examination on payment of \$300. The witness said he reported the offer to Otto R. Rohr, president of the Stecher Company, who advised him to go through with the proposal.

On the night of April 18 he said at Miles' home, he was given a paper containing twenty-five questions with answers and also three blueprints, which he said Miles told him would be used in the next examination. The papers and blueprints were photographed and copies preserved, St. Louis said.

St. Louis said that he memorized the answers to the questions and studied the blueprints and passed the examination conducted on April 18. He said he returned the original papers to Miles on the day before the examination. St. Louis asserted that when he complained to Miles that he understood he was to have five blueprints, and only received three, Miles told him, "that will make no difference."

Shown the photographic copy, St. Louis identified it, and said the questions on it were the same as those submitted to him at the examination before the Board of Master Plumbers. Later he received his certificate as a master plumber, he said.

Money Was Marked

On May 24, St. Louis said, he went to Police Headquarters, where the \$300, supplied by the Stecher concern, all of the bills being marked with a small "u." It had been arranged with Miles that he

should go to Miles' home at 7:30 o'clock and turn over the money. St. Louis said. At a suggestion from the police he called Miles and the hour was changed to 9 o'clock. St. Louis said. He added that Commissioner Nier, Director of Police Curtis W. Barker, Police Chief Andrew J. Kavanaugh, and Detective Sergeant Anthony Andrews were present.

"Miles, in the telephone conversation, asked me if I had the money," said St. Louis. "I told him I had it, and he said 'The boys are waiting.'"

St. Louis said the bills then were checked by Commissioner Nier and Chief Kavanaugh. The small "u" was on each bill, the roll consisting of five \$20 bills and twenty \$10 bills. Assistant District Attorney Fred S. Holbrook then produced the marked money, and it was identified by St. Louis.

The witness said he went to Miles' home at the appointed hour, and that they went to an upper room where he insisted that Miles give him a receipt, made out to the Stecher Lithographic Company. Hogan was not present, St. Louis said.

Says Miles Pocketed Money
The receipt then was introduced and identified by St. Louis, who said Miles put the \$300, wrapped in paper, in his pocket. St. Louis said he then remarked to Miles that he was glad to get rid of the money, as it was "a little high business," and drove away in his car. At the next corner he met a police car containing Director Barker and a driver, he said.

Cross-examined by Hampton H. Halsey, attorney for Miles, St. Louis named George C. van Vechten, an engineer at the Stecher plant, and "Bill" Ingen as the men who had advised him to see Miles about help on the master plumbers' examination. Miles, he said, went over to the Stecher plant and made changes in them at the time the papers were delivered to him.

"Why didn't you tell Miles you were being followed?" asked Mr. Halsey, the question referring to the night on which St. Louis says he turned the \$300 over to Miles. "It wasn't necessary," answered St. Louis.

Commissioner Nier, after identifying himself as commissioner of public safety, testified his investigation of the alleged conspiracy began after he had a talk with Mr. Rohr, who later delivered to him \$300, which was checked and marked in the presence of Director Barker, he said. The marked money was returned to Mr. Rohr on April 25, the Commissioner said. Mr. Rohr described the mark on the bills as a small moon or half circle stamped in indelible ink.

Nier Identifies Marked Bills

"I first saw St. Louis at Police Headquarters on May 24," said Mr. Nier. "Chief Kavanaugh, Director Barker, and Sergeant Andrews were there. I talked with St. Louis and he gave me the money, which I again checked over with Chief Kavanaugh."

Commissioner Nier identified the money and a memorandum of the numbers on the bills made by Director Barker. Judge William C. Kohlmeier then adjourned court to 10 o'clock this morning, when it is expected Mr. Nier will reveal how the trap was sprung and resulted in the capture of Hogan and Miles with the marked money in their possession.

Council Moves to Abolish Free Instruction of Town Children in City Schools

Asks Town Compensation; Rejects District
Bill, Suggesting New Measure to Give
School Board Financial Independence

By HIRAM MARKS

The City Council last evening unanimously adopted a resolution disapproving the school district bill and instructed Corporation Counsel Platt to take necessary steps to repeal charter provisions giving free tuition to children in eight school districts outside of the city and districts directed the corporation counsel to co-operate with the Board of Education in preparation of a bill to secure complete financial independence for the school authorities.

"The Council also defeated by a vote of five to four a resolution directing Harold W. Baker, commissioner of public works, to prepare an ordinance for the extension of Broad Street East."

The Council further: Received from Mayor Joseph C. Wilson an ordinance for a fifty foot pavement in Plymouth Avenue South, the minimum width approved by the City Planning Commission.

Adopted a resolution urging the Law Committee to investigate and recommend a stand the city shall take on the gasoline tax legislation before the Legislature.

Postponed until fall after discussion a resolution changing the period on which municipal taxes are due.

Adopted a resolution favoring additional transportation service for residents of the Kodak Park section.

Definite steps to adjust a situation under which Rochester extension of the city limits was made to take the necessary steps to bring the repeal of Charter Section 381, which compels this free instruction.

The report was presented by Vice-Mayor Isaac Adler, chairman of the law committee, and was signed by Councilman Edward P. Flynn and Harry C. Goodwin, other members of the committee.

Asks Just Procedure
The proviso is made in the resolution however that the repeal of the section should be made upon such conditions as may be just. When the city acquired territory by annexation in the towns of Brighton, Gates, and Greece, it agreed to educate without charge in the city schools those children in the districts that were divided by the annexation. There has been an increase in the population in these districts, and W. Earl Weller, director of the Bureau of Municipal Research, estimates that at the present rate of increase the cost for this instruction would approximate in ten years a about \$400,000 annually to the city.

The law committee believes that the time to adjust the situation is at present, and it recognized, as pointed out in its report, certain equities that the property owners in these districts have by reason of school properties financed by town districts being incorporated in the Rochester school system, and it is provided in the resolution that a plan that takes cognizance of these claims shall be worked out in a manner just to both the city and the districts.

Would Make Schools Independent

The resolution also instructs Corporation Counsel Platt to co-operate with the Board of Education through such special counsel as it may see fit to employ, in the preparation of a bill to obtain the complete financial independence of the Board of Education, if it can be accomplished without undue restriction upon the city. This resolution was prefaced by the declaration by the law committee that it favored as to principle the plan to

give complete independence of taxation and administration of financial affairs to the Board of Education, but that the bill introduced in the report that the vital question regarding the effect on the city's taxation power and limitations by vesting direct taxing authority in the school board should be determined, to the end that citizens may know whether the school tax falls within or without the 2 per cent. constitutional limitation.

Following is the law committee's report and the resolution:
In compliance with a request of the Council, your law committee has carefully studied the bill introduced in the Senate by Senator Cilano and entitled, "An Act to Amend the Education Law, in Relation to Creating the Rochester School District, Including Territory of the City of Rochester and Certain Territory Contiguous Thereto."

The purpose of the bill is twofold. First, it seeks to create a situation which has arisen by reason of the city of Rochester having annexed to it portions of certain districts in the towns of Brighton, Greece and Gates. Apparently some understanding was reached at the time of annexation between the city and town authorities by which children from the school districts outside the city were to receive free tuition in Rochester schools, and the children of the city districts mentioned free of charge.

The number of children from these districts has steadily increased and is rapidly increasing. At the present time 684 children are receiving free tuition at an estimated cost to the city of \$90,000, and it is anticipated that in ten years the number may increase to 1,000. This is a heavy burden to place upon the city, especially with a corresponding increase in cost.

Obviously, an unfair burden is thus placed upon the city. The proposed bill seeks to correct it by creating a new school district, comprising the city and the school districts outside the city which are now attending the city schools free of charge.

At a public hearing upon this bill, held at the Council Chamber Feb. 15, 1917, vigorous opposition to the incorporation of these districts in the new district was expressed on behalf of the outside districts affected. Your committee disapproves the withdrawal of the bill while at the same time recognizing that the evil should be corrected.

Repeal Recommended
An alternative method of meeting the situation would be the repeal of Section 381. This action your committee would recommend after careful investigation has been made to determine what, if any, compensation should be paid to the outlying districts by reason of the withdrawal of the privilege of free tuition.

The second purpose of the bill is to secure financial independence for the Board of Education. This it seeks to accomplish by providing that the school district shall be authorized to raise by tax an annual amount not exceeding 9-10ths of 1 per cent. of the assessed value of the real and personal property of the district, and that it may become indebted in such district not exceeding 2 1/2 per cent. of the assessed value of the real estate of the district.

Suggests Bill Be Prepared

In principle, we agree with this bill. We believe the Board of Education should be independent and directly responsible to the people for the total amount of its expenditure as well as for the manner in which the money appropriated is spent. Whether or not such a plan can be worked out, we are not prepared to say, but we recommend that the Corporation Counsel and the Board of Education, through such special counsel as it may see fit to employ, shall continue a study of the subject with a view to preparing, if possible, a bill which will accomplish the end desired without undue restriction upon the city.

The resolution follows:
Resolved, That for the reasons set forth in the report of the law committee presented this day, the Council disapproves of Senate Bill No. 561, Int. 529 in relation to creating the Rochester school district.

WEET TELLS CHAMBER OF SCHOOL BILL

Favors Separate District
in Speech to Officers
and Trustees

FURTHER STUDY ASKED

Superintendent Says Either
City or Education Board
Must Control Finances

The question of the proposed school district bill was referred back to the municipal taxation committee yesterday afternoon, after a discussion of the bill and the present school financing situation before officers and trustees of the Rochester Chamber of Commerce.

After a presentation of the facts by Herbert S. Weet, superintendent of schools, and H. H. Sullivan, speaking for the committee, the Chamber executives voted to refer the matter back to the committee for intensive study in co-operation with city department heads and the Board of Education. A report will be made to Chamber officials later.

Must Look Ahead, Says Weet

Mr. Weet, speaking in favor of a separate school district, pointed out that whatever plan is devised must permit those who apportion the expenditures to look five or more years ahead. Thousands of dollars have been spent in the past few years, he said, in the erection of portable school buildings. This money need not have been spent under a long-term program. One of two things must be done to insure an orderly, businesslike development of city and school finances, he said: the schools must be placed either under the city administration, or under a separate school administration such as would be provided in the school district bill.

Though the Chamber committee, of which Harold W. Sanford is chairman, has taken no final stand on the matter and will not, until it has had opportunity to study it further, H. principal objection apparently is the lack of a power to co-ordinate the moneys raised by taxes for school purposes and also borrowed for the school purposes, with the other needs of the city. It was pointed out that under the proposed bill, forty-five cents out of every dollar would be set aside for school administration, and 32 1/2 per cent. of every dollar that the city can borrow would be set aside for school building and equipment purposes. With the city facing the necessity in the near future of building new bridges, cutting new streets, erecting a civic center, and enlarging the harbor, it might find itself greatly handicapped by the limitations set up by the proposed bill.

Co-operation Needed

George E. Francis, a Chamber trustee, expressed the opinion that "in the successful apportionment of the city's funds and in the administration of the school funds, there must be co-operation, and the best place to center the responsibility is where the tax dollar is levied. Schools are always going to get what they need in an enlightened community like Rochester."

John P. Morse, Chamber trustee, summed up the present method of apportionment and administration as a "three-headed" government of a school system; the state, which sets minimum requirements; the Common Council, which holds the purse strings; and the Board of Education, which must administer the funds that the city allots and procure the results that the state requires.

Broad Street Extension Resolution Is Defeated

The resolution directing Harold W. Baker, commissioner of public works, to prepare an ordinance for the extension of Broad Street eastward was defeated by the Council by a vote of five to four after debate in which Councilman Harry C. Goodwin, proponent of the resolution, made an energetic plea for its adoption. The councilmen were filled nearly to capacity with downtown property owners interested in the improvement and Councilman Goodwin presented a petition with 1,000 names, made up of about 50 per cent. of the property owners in the affected district, who urged favorable action.

All of the nine councilmen were present last evening and in the voting Councilman Goodwin's resolution was sustained by his own vote and those of Councilmen William F. Duran, Joseph L. Guzzetta and Nelson A. Milne. Those voting against it were Mayor Wilson, Vice-Mayor Isaac Adler, Councilman Edward P. Flynn, Louis S. Foulkes and Chester A. Peake.

\$7,000,000 Estimate

The report, which disapproved the resolution, was signed by Councilman Milne, chairman of the Local Improvement Committee, as a means of bringing the proposition before the council, and he stated he favored the resolution and did so in the voting. The two other members of the committee, Mayor Wilson and Councilman Goodwin, were opposed to it. Councilman Goodwin prefaced his argument in favor of the adoption of the resolution with a number of questions directed to City Manager Stephen B. Story and Commissioner Baker. From Mr. Story he obtained the statement that the City Manager regards the extension of Broad Street as an essential, need-city and important improvement, as he stated in his message to the Council upon taking office. Mr. Story added that there are other improvements that fall in the same category and he recommended that they all be arranged in a city plan, where they can be undertaken with reference to their importance to the entire city and their construction made to conform with an orderly, efficient program taking cognizance of the city's ability to finance.

He pointed out that with 100,000 cars in Rochester, and with the average mileage estimated at 5,000 annually, the gasoline consumption is 10 miles to a gallon, it would mean that each automobilist in Rochester would contribute \$15 annually, or an aggregate sum of \$1,500,000 for which they would receive no direct benefit. He said that this sizeable contribution by the motorists of Rochester, by the proposition in which the Council might justly concern itself. Mr. Story declared that it was also proposed as part of the gasoline tax proposition that there should be a decrease in the income tax. He said that this also would reflect adversely insofar as the city is a municipal corporation in the income tax would mean a decrease in the proportionate share of it that the city receives under a distribution, based on assessed valuation.

New Ordinance Provides 50-Foot Plymouth Paving

A new ordinance for paving Plymouth Avenue South from the Pennsylvania Railroad bridge to Barton Street, was introduced in the City Council last evening by Mayor Joseph C. Wilson, and provided for a fifty-foot pavement, with car tracks in the center.

A previous ordinance providing for a 48-foot pavement was disapproved by the City Planning Commission, which adopted a resolution directing that the minimum width be 50 feet, to provide for six lines of traffic, or four lines, with cars parked on both sides.

The ordinance was referred to the local improvement committee and a hearing will be conducted. A remonstrance was filed against the Lake Avenue pavement, and it was asserted that a petition in favor of it will be filed at the Council session next Monday evening, when a hearing will be conducted, which is expected to be largely attended.

Extend Subway Service to Kodak Park, Is Plea

Necessity for additional transportation facilities for people living in the Kodak Park section was presented to the City Council last evening by Councilman Nelson A. Milne, and as a consequence a resolution was unanimously adopted requesting Charles R. Barnes, commissioner of railways, and the New York State Railways to make necessary provisions to effect the betterments.

The extension of subway service to Kodak Park is sought, also the extension of the Dewey Avenue bus line to the center of the city.

The resolution follows:
That this Council request the New York State Railways and the commissioner of railways, to make the necessary provision for the Ridge Road bus line to continue to the center of the city, instead of transferring their passengers to the Lake Avenue and the Dewey Avenue lines; also, to make the necessary provision to have the subway cars operate direct to Kodak Park during the morning and night hours for the convenience of factory employees. Also to furnish transportation to the residents living west of the New York Central Railroad and the Buffalo, Rochester & Pittsburgh Railroad, and between Driving Park Avenue and Ridgeway Avenue.

Discrimination Against the City

Discrimination against the city in the distribution of the proceeds from gasoline tax legislation, introduced to the Council by City Manager Story and as a consequence the Council unanimously adopted a resolution presented by Councilman Louis S. Foulkes directing that the Law Committee study the question and make recommendation as to most advantageous position the Council should take in protection of the city's interests. City Manager Story pointed out there were three bills before the Legislature providing for a gasoline tax of three cents a gallon, but in none of them was any provision made for any of the proceeds to go to the city for road maintenance and construction.

He pointed out that with 100,000 cars in Rochester, and with the average mileage estimated at 5,000 annually, the gasoline consumption is 10 miles to a gallon, it would mean that each automobilist in Rochester would contribute \$15 annually, or an aggregate sum of \$1,500,000 for which they would receive no direct benefit. He said that this sizeable contribution by the motorists of Rochester, by the proposition in which the Council might justly concern itself.

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Albany Bureau

Democratic and Chronicle
Albany, March 4—Rochester and Monroe County will no longer rest content to see other Great Lakes ports run away with the lion's share of lake born traffic.

To the end that the flow hereafter may keep abreast of developments, and take advantage of the great increase in lake traffic which is expected to follow the completion of the new Welland Canal, a bill was introduced here tonight creating the Monroe County Port District.

Would Include Entire County

"This act," said Assemblyman Arthur T. Pannetter, in introducing the measure, "follows approximately the lines of the port authority bill for the Albany district, which became law last year. The measure provides practical means for a port development for Monroe County, and I believe that it will meet with warm approval from the people of the Monroe communities."

Monroe County fronts upon a great inland lake system, the greatest in the world. Some day, that system will be linked with the Atlantic for direct boat traffic, and all of the Great Lakes ports will become actual seaports. It is high time that we started to build the foundation of our maritime future. "I very earnestly hope that this port authority bill will pass and become law, and I consider it a privilege to sponsor such a measure."

The port district would include the entire county except state and Federal lands. The district would be a public corporation with powers accruing to such corporations.

CITY STREETS SANDED OFTEN, REPORT SHOWS

New Spreaders in Use Every
Day but Three During
Past Two Months

Large quantities of sand and calcium chloride, used for melting ice and snow, were spread on slippery city streets during January and February, according to a report prepared under the direction of Harold W. Baker, commissioner of public works. There was only one day in January and two days in February when it was not necessary to use the two new sand spreading machines that the city has acquired.

The report shows that in January there were spread nine tons of calcium chloride and 688 tons of sand on slippery pavements, and at intersections and on hills, at a cost of \$4,477 and in February there were spread at a cost of \$2,516, 12 tons of calcium chloride and 275 tons of sand.

"Just how many accidents have been prevented by spreading sand and the chloride and what damage would have been caused by those accidents cannot be computed," said Mr. Baker. "This is a type of work which never can be reckoned in terms of saving. The only thing which it does show is the small number of accidents on days when the pavements were covered with ice. Often crews were busy all night in this work, which benefits pedestrians as well as motorists."

Would Develop Port Facilities

"Such commission shall have power and authority over the survey, development, control, and operation of port facilities in such port district, and the co-ordination of all such existing or future agencies of transportation, with a view to the increase and efficiency of all such facilities, and the furtherance of commerce and industries in the district."

"It shall make a thorough investigation of port conditions in the district and such other plan as it may deem proper, and shall prepare a comprehensive plan for the development of port facilities in such district. It shall be provided with an office which shall be located by such commission within the port district, and it shall have power to equip the same with suitable furniture and supplies for the performance of the work of the commission."

Gives Board Large Powers

In addition, there are large grants of powers which would give the commission jurisdiction over every phase of port development, and it would "have power to do all things necessary to make the Monroe County port district useful and productive." The sum of \$5,000 is appropriated by the bill to pay expenses in connection with the appointment of the commission until moneys necessary are collected in municipalities within the port district, as provided in the act.

Senator Cosmo A. Cilano has the bill in the Senate. The entire plan is favored by the Monroe County Board of Supervisors and the county Republican organization.

ALBANY FAVORS 2 BILLS ASKED BY CITY HEADS

Albany, March 5—Two bills sponsored by the Rochester city administration will be reported favorably by the Judiciary committee of the Legislature in the following action today. One of the bills aims to clarify the home rule act and to validate certain local laws and the other provides a method of issuing municipal bond issues.

Chairman Edmund B. Jenks of the committee said the home rule

bill will be reported in amended form but he said the amendments were only of a technical nature and designed to bring the bill into accordance with existing statutes. Reports that the committee before altering the bill radically before reporting it brought Deputy Corporation Counsel Irvin L. Gelsner here to go over the situation with Jenks.

The Judiciary committee today voted unanimously to kill the so-called "ambulance chaser" bill. They were sponsored by Assemblyman Edward S. Moran and have aroused much interest in legal circles in May.

Loading City's Biggest Air Mail Shipments



Part of largest shipment of air mail to leave Rochester and officials gathered to participate in occasion, from left, Mayor Joseph C. Wilson, City Manager Stephen B. Story, A. T. Haugh, vice-president of United Reproducers Corporation, M. A. Moulthrop, pilot, and Postmaster John B. Mullan.

Radio Firm Proves Confidence in Hoover Prosperity by Sending Half Ton with 19,000 Pieces of Ad Literature

Officials of the United Reproducers Corporation of Rochester gave proof of their confidence in President Herbert Hoover and the impetus which they believe his inauguration will give to national prosperity yesterday by dispatching half a ton of air mail, 19,000 pieces in all, to as many dealers in this country, Canada and the foreign possessions of the United States.

City officials, representatives of the Rochester Chamber of Commerce and distributors of the company from all over the United States gathered at the airport yesterday noon to witness the departure of the three big planes that carried the mail, and to sign a telegram of congratulation to President Hoover. Because of the large shipment, which represented the equivalent of two months' normal air business, an extra plane was used for the western trip. Two

westbound planes left soon after 1 o'clock, but the eastbound plane did not leave until 3:30.

The flight marked the first large air mail shipment to be made in the new air mail envelopes with the embossed stamp. It was the largest air shipment ever to leave Rochester, and the first important air mail shipment of advertising literature in the radio industry. Incidentally, it was the fifth largest single air mail shipment in the history of the service.

City Manager Stephen B. Story, Mayor Joseph C. Wilson, Arthur T. Haugh, vice-president of the United Reproducers Corporation, and twelve other officials of the company and a number of representatives of the Chamber of Commerce witnessed the take-off.

Commission Arouses Much Discussion

Some Leaders Point Out That City Already Had Harbor Advisory Committee to Conduct Surveys and Make Recommendations.

With the introduction in the State Legislature last night of a bill to create a Monroe County port authority, discussion centered today about exactly what such a commission would do.

It was pointed out that the Harbor Advisory Committee appointed recently by City Manager Story had power to investigate all possible harbor facilities which might be of use to Rochester and the surrounding territory, including not only the river mouth at Charlotte but Irondequoit Bay and the ponds to the west of the river mouth.

However, this city commission, it was said, has power only to survey the situation and advise a plan. Its members serve without compensation.

Commission of Seven.
The county commission as proposed by Assemblyman Arthur T.

Pammenter's bill introduced last night at Albany would consist of seven members who would have power not only to survey the situation but for development, control and operation of such port facilities as they decide upon. Although it was first thought commission members would receive an annual salary of \$5,000 each the bill was amended this morning to strike out the salary provision.

One of the seven members of the commission, according to the bill, would be appointed by the Governor, the other six by the County Board of Supervisors, at least two of them being of the minority party.

Neither City Manager Story nor Harry C. Stevenson, chairman of the city's Harbor Advisory Commission, had heard of the Pammenter bill before news of it appeared in The Times-Union yesterday.

Bill Not Likely To Pass

It was the belief here today that in view of the late introduction of the bill it is unlikely to be passed at this session of the Legislature.

In introducing his measure, Assemblyman Pammenter said:

"This act follows approximately the lines of the port authority bill for the Albany district which became law last year. The measure provides for practical means for a port development for Monroe County and I believe it will meet with the warm approval from the people of the Monroe communities."

Senator Cosmo A. Cilano has the bill in the Senate. The entire plan is favored by the Monroe County Board of Supervisors and the county Republican organization.

City Should Support Port Authority Bill, Harry Bareham Says

Monroe County Republicans' Chairman, Just Back From Washington Inaugural, Says Rochester Has No Reason to Oppose New Measure.

While city officials interested in the development of the Port of Rochester today awaited copies of the measure providing for creation of the Monroe County Port Authority, Harry J. Bareham, chairman of the Monroe County Republican organization, declared the bill should be firmly supported by the city.

"This is the first definite step toward development of a port for Rochester and the county," said Mr. Bareham on his return from Washington where he attended the Hoover Inaugural ceremonies.

"I have no doubt, if the bill is passed by the State Legislature, the first act of the board on appointment would be to request a governmental survey of Rochester's harbor facilities."

Mr. Bareham said the city has no reason to oppose the bill, that it "turns into action." He appeared confident the government would conduct a survey if requested, saying that similar surveys had been conducted in such matters.

Asked as to representation of the city on the commission which will be created, Mr. Bareham said that of the seven members, six will be appointed by the Board of Supervisors, and one by the Governor. Of the six named by the Board of Supervisors, he said two will be of the minority party, and four of the majority party.

Rochester Representation
"I understand there must be at least two members of the commission residents of Rochester," he said. "But I feel sure that in making the appointment, the Board will take into consideration Rochester might be entitled to greater representation."

"However, I feel it would be improper for me to discuss appointments. I can only say I know the Board of Supervisors will have the best interests of the county at heart in making appointments."

In discussing representation Mr. Bareham said it must be remembered the greater part of the lake shore is under county and not city control, and perhaps for this reason, the county might be entitled to greater representation.

Power of Commission
Some of the questions which have arisen in relation to the port authority bill deal with whether the power of the port commission will supersede that of the City of Rochester, and whether it might not be well if the city administration now and in years to come, had representatives on the commission.

A Harbor Advisory Board has been created by the present city administration and is studying development of the port. It is taking into consideration the possible development of Irondequoit Bay.

One of the first duties of a port authority commission would be a similar study, and the question of duplication of effort is raised, and what would be the outcome if the opinions of the port authority commission and the Harbor Advisory Board differed when their studies were completed.

On a recent day, Mr. Bareham was seen at the city hall, where he was appointed as a member of the port authority commission.

Grab For Port Control
Assemblyman Arthur P. Pammenter's bill to create a port authority would place the power to name six of the seven commissioners in the hands of the Board of Supervisors, the seventh being appointed by the Governor.

Mr. Pammenter is quoted as saying that the plan runs along the lines of the Albany Port District Commission. But the Albany commission was created to administer a port which borders on two counties. Four of its members are nominated by the Mayor of Albany and the fifth by the Mayor of Rensselaer, the Governor making the appointment.

Rochester has created a City Manager form of government on a non-partisan basis. Now the Republican county organization sponsors this bill, with the evident intention of controlling the port commission through the Board of Supervisors. It is a grab for power and patronage, with the city administration of Rochester disregarded in the control of an undertaking for which Rochester must furnish at least 90 per cent. of the money spent by the proposed district.

Our present port is entirely inadequate for handling the big upper-lake freighters which will have access to Lake Ontario when the new Welland Canal is completed in 1930. If we expect to get the business that type of transportation offers we must make provision for it.

Where is the port to be located? Can the river harbor be sufficiently enlarged? Shall we turn to Irondequoit Bay, or perhaps run out breakwaters which will enclose a portion of the outer bay? How extensive and costly a development will the prospects of increased lake trade warrant?

These are serious questions. It is a matter of the utmost consequence to the entire Rochester district that the right plan of harbor development be adopted and carried into effect. The city government must give careful consideration to the harbor problem.

This attempt to place the matter in the hands of a body appointed by the Board of Supervisors cannot relieve the city administration of responsibility. It might, if the Legislature were so ill-advised as to pass the Pammenter bill, produce considerable duplication of effort.

Even in the two-county Albany harbor plan it is the cities that make the nominations for commissioners. The city government of Rochester ought to have the deciding voice in administration of the port.

COUNCIL WILL EXAMINE FAY APPOINTMENT

Charge Smoke Inspector Was Examined in Violation of Civil Service Rules Will Be Basis.

The personnel committee of the City Council was scheduled to conduct a hearing on the appointment of Harry O. Fay as a city smoke inspector late today at City Hall.

Question as to the method of conduct of Mr. Fay's examination and appointment was raised by Councilman Nelson A. Milne in a council meeting recently.

Representatives of the Municipal Civil Service Commission will attend the hearing and will offer their records to the committee.

It was charged by Mr. Milne that irregularities were permitted in Mr. Fay's examination, that he had taken his examination alone, and that later, another applicant had been jumped over him for the appointment.

Louis E. Lazarus, secretary of the commission, declared the examination was held according to the rules, and that there is no restriction as to whether a candidate for an office should be examined alone.

Goodwin Goes Too Far
His Outburst Against Republican Organization and Leaders Not At All Convincing.

If the address by Councilman Harry C. Goodwin is to be construed as the "opening gun" of the city manager group in its campaign for re-election, it was unfortunate in the selection of a spokesman and in his utterances.

For, speaking as the defender of those who were to eliminate partisan politics from the Rochester city government, he used the least scrupulous of the methods of the politician in making charges and inferences.

Where Mr. Goodwin might have been expected to point out the practical accomplishments of City Manager Story and his associates, he devoted his speech to an attack on those who disagree with him which was manifestly unjust.

Arguments are most effective when they are fair. To ascribe to the opposition only wrong motives, or to claim that it is never right, is usually not so much of an indictment of those who are being attacked as it is of the one who makes that attack.

To describe the Monroe County Republican organization as the greatest enemy of the municipal taxpayer is simply throwing mud.

Its record disproves the statement. And the people know better.

To attempt to place responsibility for the principal sewage pollution of the lake beaches on anyone but the city of Rochester is futile.

To call Harry J. Bareham, Charles E. Bostwick, James E. Cuff and other leaders a "clique" trying to destroy good government is nonsense.

In short, to claim that only the motives and achievements of the present city government are good, while those of its opponents are all bad is to add to the supply of what is slangily known as "applesauce."

But Rochester will not take this verbal bombardment seriously. The opening gun is not a "big Bertha."

This city knows Mr. Goodwin; of his liking for the limelight.

And that, in carrying on the advertising business, he is not remiss in advertising himself.

But his has been the kindlier role of comedy.

In the new one assigned him he is an amateur whose words react upon those he seeks to aid.

City Manager Reported in New Business

Becomes Co-incorporator in Concern To Manufacture Musical Instruments

Word has been received in Rochester to the effect that City Manager Stephen B. Story has embarked in the Rochester business world. He was reported as a co-incorporator of a new concern known as Norton-Pinkley, Inc., capitalized for \$50,000 to deal in musical instruments.

With Mr. Story is C. Stephen Norton of 66 Sherwood avenue, and Russell L. Pinkley of 189 Bidwell Terrace. The firm is expected to develop a considerable local business in the musical supply line in connection with various local musical activities.

Much local speculation has been heard as to whether Mr. Story's entry into the business field merely signifies a desire to increase his income by side-line work, or whether he is planning ultimately to devote all of his time to the musical supply business.

Petitions were in circulation to compel the Council to prepare such an ordinance, which would be possible only if the petitions showed 25 per cent. of all the property owners who would pay for the improvement.

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JURY FREES HOGAN AND MILES

James F. Hogan, former city plumbing inspector, and Frank E. Miles, plumber, were free men today, the result of a County Court jury's failure to convict after their three day trial in connection with City Hall plumbing "grat" charges.

They were accused in the alleged sale of examination questions prescribed by the Board of Examining Plumbers for applicants for master plumbers' licenses, the misdemeanor charges growing out of an expose last May.

The case went to the jury at 4:29 p. m. yesterday and the verdict, not guilty, was brought in at 8 p. m. Hogan lives at No. 348 Tremont Street and Miles at No. 75 Winbourne Road.

TEST PAPERS TAKEN

It was charged they sold to George C. St. Louis of East Rochester, an employee of the Stecher Lithograph Company, contents of a set of examination papers, known as No. 2, to be used in a test given April 18, for \$300.

St. Louis twice failed to pass the examinations and got in touch with Miles, who, he said, offered him help in passing the test. Hogan provided the examination papers. St. Louis passed the examination and was issued a license.

A "trap" was set. Bills were marked and St. Louis gave Miles the money at his home, the night of May 21. He was arrested by Detective Lieutenant Andrews, and Hogan was taken into custody when he came to the house shortly after the money was passed.

HOGAN'S DENIAL

The defense contended the examination papers given Miles by Hogan were old ones, in use over a period of twenty years by the board, and that they simply coached him.

Hogan steadfastly denied that he got the information that set No. 2 was to be used from Morand Brayer, a plumber, No. 836 Jay Street, dismissed member of the Board of Examiners of Plumbers in the trial.

Brayer was not indicted with the other two men, though the investigation pointed to him as the third man in the alleged traffic.

After the men were discharged by County Judge Kohlmetz, who presided at the trial, they both shook hands with the juryman and left the courtroom with their attorneys, Hampton H. Halsey and John J. Scully.

The prosecution was in the hands of Assistant District Attorney Holbrook and one of the new appointees, Basil E. Moore.

The expose has resulted in a change in the manner of giving examinations for licenses, new sets being prepared for each test.

As an example of the subjects your committee wished to have answered by Mr. Baker and which Mr. Baker refused to answer, we will cite the following: The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage were being removed at the city's Duraud-Eastman disposal plant but were diverted and passed at that plant and poured into the lake without septic treatment. These reports show that in the year of 1927 alone, the last year reported upon, over two billions of gallons of sewage were poured into the lake thus untreated. The claim has been made that this was made necessary because of the inadequate size of the sewage disposal plant. It is claimed will not be examined because additional facts shown in the report prove that it is not true.

The City Council voted down a Broad Street extension proposal Monday night on the ground that this improvement should wait the completion of a city plan.

EXTENSION IS GOODWIN

But just how the petitions could show such a percentage of sentiment was in doubt, as the city administration has not fixed definitely a plan of assessments for the extension.

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Extension Is Reported by Special Committee of Board of Supervisors

The following is the official report of the lake pollution committee of the Board of Supervisors which was submitted to the Board in a meeting last Saturday. This special committee which consists of Supervisors Timothy J. Kelly, Herbert S. Jenner, William F. Schmidt, and Jesse B. Hannan, was appointed last summer following the complaint of Supervisor Dayton T. Lawrence of Webster, that lakeshore property in the town was being damaged through pollution of Lake Ontario by city sewage. The findings of the committee show that such conditions exist.

To the Board of Supervisors of Monroe County, Rochester, New York. Gentlemen: On April 23rd, 1928, Supervisor

Dayton T. Lawrence, of the Town of Webster, communicated with the Board of Supervisors, stating that complaints had reached him, from residents of his town, that their property was being damaged by reason of pollution of the lake waters by city sewage.

The committee was appointed and secured the services of Professor Henry N. Ogden, a widely known sanitary engineer, who occupies the Chair of Sanitary Engineering at Cornell University. Professor Ogden investigated the entire situation and finished his field work on August 16th, 1928, and made a tentative report, in which he considered the beaches unfit for public bathing. While Professor Ogden's investigation was being carried on

your committee held meetings and took testimony from various other parties concerning the situation.

It might be stated that at the time Mr. Lawrence's letter was given to the Board of Supervisors, it was published in the press, and the city authorities, ridiculed the idea that there was any real basis for the complaints.

Professor Ogden completed his laboratory work and made a final report which is submitted herewith. He repeated his former conclusions, and stated as follows (page 13): "I find myself . . . forced to the conclusion that the entire body of water in the area studied is badly polluted by sewage, so much so that it is not fit for public bathing." He says further (on page 31) "It is my opinion that this pollution is largely, if not entirely, due to the effect of sewage discharged from the city of Rochester."

On December 22nd, 1929, a meeting of the committee was held, to which City Manager Story and Public Works Commissioner Harold W. Baker were invited. For that meeting your committee prepared a list of questions which, if answered, would have thrown much light upon the situation. However, at the meeting Commissioner of Public Works Harold W. Baker flatly refused to answer these questions and City Manager Story, his superior, who was present, failed to direct him to answer them.

As an example of the subjects your committee wished to have answered by Mr. Baker and which Mr. Baker refused to answer, we will cite the following: The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage were being removed at the city's Duraud-Eastman disposal plant but were diverted and passed at that plant and poured into the lake without septic treatment. These reports show that in the year of 1927 alone, the last year reported upon, over two billions of gallons of sewage were poured into the lake thus untreated. The claim has been made that this was made necessary because of the inadequate size of the sewage disposal plant. It is claimed will not be examined because additional facts shown in the report prove that it is not true.

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Board Discusses Proposed Changes In Zoning Rules

Permitting of Apartment Houses in Goodman Street Section of East Avenue Favored—Expert Here For Conference—Opposition Expected.

Entire revision of the zoning restrictions of Rochester including reclassification of property in the Goodman Street district of East Avenue, which will provide an opening wedge for the erection of apartment houses in that district, was discussed today by the City Zoning Advisory Board in conference with Edward M. Bassett, national authority on city planning.

The proposed new zoning regulations were drawn by the Zoning Advisory Board, which will submit the maps to Mr. Bassett for his opinion. The board has gone so far as to zone the proposed Broad Street extension, classifying this proposed thoroughfare as high-grade commercial.

Many avenues are placed entirely within the commercial classification. According to plan, the proposed changes will be submitted to the City Council and public hearings conducted.

Under present zoning ordinances and regulations there are but three divisions of residential property. A, B and C. Under the proposed change there are to be five divisions, A, B, C, D and E. Instead of one commercial zone there will be two, A and B. Industrial classification is to be divided as light and heavy.

The opening wedge for apartments in East Avenue, between Alexander Street and Portsmouth Terrace, is provided in a proposed reclassification of residential property of the district named under A, highest grade, and B, slightly lower grade.

The name of the City Zoning Advisory Board is to be changed to the City Zoning Board of Appeals and this board in the future, it is proposed, will be empowered to permit permits to construct apartment houses in any section providing all rules of the height and lot regulations, now being drawn, are complied with, as well as certain other restrictions such as architectural design and type of construction.

The apartment house question has been a controversial subject in East Avenue for some time. There have been strenuous efforts by real estate investors to break down the bars against this type of dwelling house, but no success has been achieved.

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CITY PLACED AMID RICHES, FISHER SAYS

Half of \$5,000 Incomes Is Within 350-Mile Radius, R. G. & E. Man Asserts

REVEALS POWER PLANS

Tunnel Linking Dams, Mount Morris Project, Plant at Lake on Project List

Rochester has a strategic location with a remarkable future, Frederick W. Fisher, assistant to the management of the Rochester Gas & Electric Corporation told Rochester reators yesterday at a noon luncheon in the Powers Hotel. Judgment of his company and industrial and manufacturing plants in Rochester coincided in the belief that this city has great things in store for it, he declared.

"Almost one-half of the incomes over \$5,000 in the country is located within 350 miles radius of Rochester," Mr. Fisher asserted. "Forty-five per cent. of the purchasing power, 36 per cent. of the population, 40 per cent. of the country's residential telephones, 59 per cent. of the manufactured products and 40 per cent. of retail outlets are within that radius."

To Link Power Units

Mr. Fisher stressed the importance of the public utility in advancing civilization and mentioned a plan to link up all power lines in this section of the state in a gigantic "power pool." This proposal will link up all recently acquired Phillips public utilities and will result in increased service, Mr. Fisher said.

He spoke of plans here to connect Court Street dam with the dam at Central Avenue by a tunnel which would cost \$3,300,000, a dam at Mount Morris which would cost \$7,500,000 and a plant on the lake as three means of increasing power in Rochester. The plans are held in abeyance pending improvements in steam power. Steam power plants are much cheaper to construct than water but steam is only 35 per cent. efficient as against 85 per cent. for water, Mr. Fisher said.

The Mount Morris project is slated for beginning in two years, but in case of steam power improvements the plans may be changed, he said.

Use Increases

Mr. Fisher said the increase in population since 1912 was 25 per cent., as against an increase of 415 per cent. in electrically wired homes and 510 per cent. in persons using electricity. This has been accomplished with a downward trend in rates, he declared.

The speaker predicted future homes will be even more extensively supplied with electrical equipment and appliances, with electric refrigeration as much a part of a dwelling as the lighting fixtures.

It was announced by President Joseph P. Engel that Park Commissioner C. E. Raitt will address the board March 22. The annual Realtors Gala Night will take place at Columbus Hall on the night of April 2.

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"I have no doubt if the bill is passed by the State Legislature, the first act of the board on appointment would be to request a governmental survey of Rochester's harbor facilities."

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Charge Smoke Inspector Was Examined in Violation of Civil Service Rules Will Be Basis.

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And that, in carrying on the advertising business, he is not remiss in advertising himself.

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JURY FREES HOGAN AND MILES

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They were accused in the alleged sale of examination questions prescribed by the Board of Examining Plumbers for applicants for master plumbers' licenses, the misdemeanor charges growing out of an expose last May.

The case went to the jury at 4:20 p. m. yesterday and the verdict, not guilty, was brought in at 8 p. m. Hogan lives at No. 348 Tremont Street and Miles at No. 75 Winbourne Road.

TEST PAPERS TAKEN

It was charged they sold to George C. St. Louis of East Rochester, an employee of the Stecher Lithograph Company, contents of a set of examination papers, known as No. 2, to be used in a test given April 18, for \$300.

St. Louis twice failed to pass the examinations and got in touch with Miles, who, he said, offered him help in passing the test. The consideration was to be \$300. Hogan provided the examination papers. St. Louis passed the examination and was issued a license.

A "trap" was set. Bills were marked and St. Louis gave Miles the money at his home, the night of May 24. He was arrested by Detective Lieutenant Andrews, and Hogan was taken into custody when he came to the house shortly after the money was passed.

HOGAN'S DENIAL

The defense contended the examination papers given Miles by Hogan were old ones, in use over a period of twenty years by the board, and that they simply coached him.

Hogan steadfastly denied that he got the information that set No. 2 was to be used from Morand Brayer, a plumber, No. 836 Jay Street, dismissed member of the Board of Examining Plumbers in the trial.

Brayer was not indicted with the other two men, though the investigation pointed to him as the third man in the alleged traffic.

After the men were discharged by County Judge Kohlmetz, who presided at the trial, they both shook hands with the jury and left the courtroom with their attorneys, Hampton H. Halsey and John J. Scully.

The prosecution was in the hands of Assistant District Attorney Holbrook and one of the new appointees, Basil E. Moore.

The expose has resulted in a change in the manner of giving examinations for licenses, new sets being prepared for each test.

city's own reports it is shown that there was only one month out of the sixty (60) months reported upon in which the amount of sewage arriving at the plant exceeded one billion seven hundred million gallons (remembering always that the plant did take care of practically one billion eight hundred million gallons in December, 1927, according to the city's reports). Yet during those fifty-nine months in which the amount of sewage arriving at the plant was less than the demonstrated plant capacity, sewage treated in the septic tank was dumped into the lake for "year separate and distinct months."

As to why it was necessary to dump this sewage into the lake during those forty-two months, this committee has yet failed to receive any explanation from the city authorities. This is only one of the many subjects which your committee desired to question the city's authorities upon, but on which they would not tolerate questions.

On April 23rd, 1928, Supervisor Dayton T. Lawrence, of the Town of Webster, communicated with the Board of Supervisors, stating that complaints had reached him from residents of his town, that their property was being damaged by reason of pollution of the lake waters by city sewage.

The committee was appointed and secured the services of Professor Henry N. Ogden, a widely known sanitary engineer, who occupies the Chair of Sanitary Engineering at Cornell University. Professor Ogden investigated the entire situation and finished his field work on August 16th, 1928, and made a tentative report, in which he stated he considered the beaches unfit for public bathing. While Professor Ogden's investigation was being carried on, your committee held meetings and took testimony from various other parties concerning the situation.

It might be stated that at the time Mr. Lawrence's letter was given to the Board of Supervisors, it was published in the press, and the city authorities, ridiculed the idea that there was any real basis for the complaints.

Professor Ogden completed his laboratory work and made a final report which is submitted herewith.

Respectfully submitted, TIMOTHY J. KELLY, HERBERT S. JENNER, WILLIAM F. SCHMIDT, JESSE B. HANNAN.

Monroe County Is Reported by Special Committee of Board of Supervisors

The following is the official report of the lake pollution committee of the Board of Supervisors which was submitted to the Board in a meeting last Saturday. This special committee which consists of Supervisors Timothy J. Kelly, Herbert S. Jenner, William F. Schmidt, and Jesse B. Hannan, was appointed last summer following the complaint of Supervisor Dayton T. Lawrence of Webster, that lakeshore property in the town was being damaged through pollution of Lake Ontario by city sewage. The findings of the committee show that such conditions exist.

To the Board of Supervisors of Monroe County, Rochester, New York. Gentlemen:

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COUNCILMEN QUIZ FAY ON JOB GETTING

Personnel Committee Probes Civil Service Examination of 'Chimney Watcher'

BOARD SAYS ALL O. K.

Once Kodak Worker Eligible and Papers Satisfactory, Testimony Offered

Circumstances under which Harry O. Fay qualified for appointment as smoke inspector were aired before the Personnel Committee of the City Council yesterday afternoon in the councilmanic chambers. Charges that irregularities regarding the appointment had come to his attention were made before a Council session by Councilman Nelson A. Milne and an inquiry was directed.

Although waiving a legal privilege that would have made it impossible for the Council to investigate its proceedings, the entire Municipal Civil Service Commission appeared at the hearing and declared that the examination was conducted impartially, and strictly in accordance with the municipal civil service regulations.

Examiner Testifies

Louis E. Lazarus, who for 20 years has been identified with the commission and is now chief examiner, stated at the hearing, conducted under the direction of Councilman Joseph L. Guzzetta, chairman of the Personnel Committee, that all four candidates for the appointment as smoke inspector took a written examination that was fair and under circumstances that complied with civil service laws.

Two charges concerned the examination of Fay in a room separate from that occupied by the three other applicants, and that he was permitted to file his qualification as second class engineer after the date advertised for the written examination.

Mr. Lazarus said that Fay came to the examination a few minutes after the other candidates had started writing and rather than disturb them, he had him sit down in an adjoining room, with the door open, to write his answers. He sat

Continued on Page 29

said that no privilege was extended to Fay, or any of the other candidates.

Board Discusses Proposed Changes In Zoning Rules

Permitting of Apartment Houses in Goodman Street Section of East Avenue Favored—Expert Here For Conference—Opposition Expected.

Entire revision of the zoning restrictions of Rochester including reclassification of property in the Goodman Street district of East Avenue, which will provide an opening wedge for the erection of apartment houses in that district, was discussed today by the City Zoning Advisory Board in conference with Edward M. Bassett, national authority on city planning.

The proposed new zoning restrictions were drawn by the Zoning Advisory Board, which will submit the maps to Mr. Bassett for his opinion. The board has gone so far as to zone the proposed Broad Street extension, classifying this proposed thoroughfare as high-grade commercial.

Many avenues are placed entirely within the commercial classification. According to plan, the proposed changes will be submitted to the City Council and public hearings conducted.

Under present zoning ordinances and regulations there are but three divisions of residential property, A, B and C. Under the proposed change there are to be five divisions, A, B, C, D and E. Instead of one commercial zone there will be two, A and B. Industrial classification is to be divided as light and heavy.

The opening wedge for apartments in East Avenue, between Alexander Street and Portsmouth Terrace, is provided in a proposed classification of residential property of the district named under A, highest grade, and B, slightly lower grade.

The name of the City Zoning Advisory Board is to be changed to the City Zoning Board of Appeals and this board in the future, it is proposed, will be empowered to permit permits to construct apartment houses in any section providing all rules of the height and regulations, now being drawn are complied with, as well as certain other restrictions such as architectural design and type of construction.

The apartment house question has been a controversial subject in East Avenue for some time. There have been strenuous efforts by real estate investors to break down the bars against this type of dwelling house, but no success has been achieved.

Those who attended the meeting included Edward M. Bassett, Albert A. Hopeman, Howard Rupert, Frank Frey, Clarence Kingston, Charles Carpenter, E. A. Fisher, Clarence M. Platt, Commissioner Harold W. Ficker, Charles N. Munger, secretary of the zoning board.

New and proposed thoroughfares are listed and zoning restrictions made, the plan taking into consideration the major projects now being considered in connection with a city plan.

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Says Record Substantiated
Fay was put on the stand and asked whether his letters of recommendation and his statement of experience were in accordance with facts. He declared that he could substantiate any statement that was made and told of experience with the Pittsburgh & Shawmut Railroad as along mechanical activity with locomotives and boilers, Councilman Guzzetta presented a letter saying that his services were as a painter's helper. Mr. Fay said that he started in this capacity but, in cold weather was transferred to the locomotive shop at Angelica, N. Y. and regardless of what title he was carrying on the company's payroll, his experience was along lines that qualified him for activity as a smoke inspector.

Joseph T. McVeigh, one of the applicants, said that he did not see Fay in the room adjoining that in which he took the examination. When the examination touched Fay's political interests, Councilman Louis Paulsen, who with Councilman William C. Dwyer and Dr. Guzzetta, the Personnel Committee, asked that it be kept to pertinent subjects.

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CITY PLACED AMID RICHES, FISHER SAYS

Half of \$5,000 Incomes Is Within 350-Mile Radius, R. G. & E. Man Asserts

REVEALS POWER PLANS

Tunnel Linking Dams, Mount Morris Project, Plant at Lake on Project List

Rochester has a strategic location with a remarkable future, Frederick W. Fisher, assistant to the management of the Rochester Gas & Electric Corporation told Rochester realtors yesterday at a noon luncheon in the Powers Hotel. Judgment of his company and industrial and manufacturing plants in Rochester coincided in the belief that this city has great things in store for it, he declared.

"Almost one-half of the incomes over \$5,000 in the country is located within 350 miles radius of Rochester," Mr. Fisher asserted. "Forty-five per cent. of the purchasing power, 36 per cent. of the population, 40 per cent. of the country's residential telephones, 58 per cent. of the manufactured products and 40 per cent. of retail outlets are within that radius."

To Link Power Units

Mr. Fisher stressed the importance of the public utility in advancing civilization and mentioned a plan to link up all power lines in this section of the state in a gigantic "power pool." This proposal will link up all recently acquired Phillips public utilities and will result in increased service, Mr. Fisher said.

He spoke of plans here to connect Court Street dam with the dam at Central Avenue by a tunnel which would cost \$1,000,000. "I think it is a dam that will cost \$1,000,000," he said. "I think it is a dam that will cost \$1,000,000," he said. "I think it is a dam that will cost \$1,000,000," he said.

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City Should Support Port Authority Bill, Harry Bareham Says

Monroe County Republicans' Chairman, Just Back From Washington Inaugural, Says Rochester Has No Reason to Oppose New Measure.

While city officials interested in the development of the Port of Rochester today awaited copies of the measure providing for creation of the Monroe County Port Authority, Harry J. Bareham, chairman of the Monroe County Republican organization, declared the bill should be firmly supported by the city.

"This is the first definite step toward development of a port for Rochester and the county," said Mr. Bareham on his return from Washington where he attended the Hoover inaugural ceremonies.

"I have no doubt if the bill is passed by the State Legislature, the first act of the board on appointment would be to request a governmental survey of Rochester's harbor facilities."

Mr. Bareham said the city has no reason to oppose the bill, that it "turns talk into action." He appeared confident the government would conduct a survey if requested, saying that similar surveys had been conducted in such matters.

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It is said that the bill is not likely to get through the Legislature at this session. Nor should it be passed at any other session.

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The case went to the jury at 1:20 p. m. yesterday and the verdict, not guilty, was brought in at 8 p. m. Hogan lives at No. 348 Tremont Street and Miles at No. 75 Winbourne Road.

TEST PAPERS TAKEN
It was charged they sold to George C. St. Louis of East Rochester, an employee of the Stecher Lithograph Company, contents of a set of examination papers, known as No. 2, to be used in a test given April 18, for \$300.

St. Louis twice failed to pass the examinations and got in touch with Miles, who, he said, offered him help in passing the test. The consideration was to be \$300. Hogan provided the examination papers. St. Louis passed the examination and was issued a license.

A "trap" was set. Bills were marked and St. Louis gave Miles the money at his home, the night of May 24. He was arrested by Detectives. Lieutenant Andrews, and Hogan was taken into custody when he came to the house shortly after the money was passed.

HOGAN'S DENIAL
The defense contended the examination papers given by Miles to Hogan were old ones, in use over a period of twenty years by the board, and that they simply coached him.

Hogan steadfastly denied that he got the information that set No. 2 was to be used from Morand Brayer, a plumber, No. 836 Jay Street, dismissed member of the Board of Examiners of Plumbers in the trial.

Brayer was not indicted with the other two men, though the investigation pointed to him as the third man in the alleged traffic.

After the men were discharged by County Judge Kohlmetz, who presided at the trial, they both shook hands with the jury men and left the courtroom with their attorneys, Hampton H. Halsey and John J. Scully.

The prosecution was in the hands of Assistant District Attorney Holbrook and one of the new appointees, Basil E. Moore.

The expose has resulted in a change in the manner of giving examinations for licenses, new acts being prepared for each test.

As an example of the subjects your committee wished to have answered by Mr. Baker and which Mr. Baker refused to answer, we will cite the following: The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage which were received at the city's Durand-Eastman disposal plant but were diverted and dumped at that plant and poured into the lake without septic treatment. These reports show that in the year of 1927 alone, the lake was polluted by over two billions of gallons of sewage were poured into the lake thus untreated. The claim has been made that this was made necessary because of the inadequate of the sewage disposal plant, but the claim will not bear examination because additional facts shown in the report prove that it is not on the city's authorities upon, but on which they would not tolerate questions.

But just how the petitions could show such a percentage of sentiment was in doubt, as the city administration has not fixed definitely a plan of assessments for the extension.

The City Council voted down a Broad Street extension proposal Monday night on the ground that this improvement should wait the completion of a city plan.

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Commission Is Reported by Special Committee of Board of Supervisors

The following is the official report of the lake pollution committee of the Board of Supervisors which was submitted to the Board in a meeting last Saturday. This special committee which consists of Supervisors Timothy J. Kelly, Herbert S. Jenner, William F. Schmidt, and Jesse B. Hannan, was appointed last summer following the complaint of Supervisor Dayton T. Lawrence of Webster, that lakeshore property in the town was being damaged through pollution of Lake Ontario by city sewage. The findings of the committee show that such conditions exist.

To the Board of Supervisors of Monroe County, Rochester, New York.
Gentlemen:
On April 23rd, 1928, Supervisor Dayton T. Lawrence, of the Town of Webster, communicated with the Board of Supervisors, stating that Board of Supervisors had reached him from complaints of his town, that residents of his town, that their property was being damaged by real property of pollution of the lake waters by city sewage.

The committee was appointed and secured the services of Professor Henry N. Ogden, a widely known sanitary engineer, who occupies the Chair of Sanitary Engineering at Cornell University. Professor Ogden investigated the entire situation and finished his field work on August 16th, 1928, and made a tentative report, in which he stated he considered the beaches unfit for public bathing. While Professor Ogden investigation was being carried on your committee held meetings and took testimony from various other parties concerning the situation.

It might be stated that at the time Mr. Lawrence's letter was given to the Board of Supervisors, it was published in the press, and the city authorities, ridiculed the idea that there was any real basis for the complaints.

Professor Ogden completed his laboratory work and made a final report which is submitted herewith. He repeated his former conclusions, and stated as follows (page 13): "I find myself... forced to the conclusion that the entire body of water in the area studied is badly polluted by sewage, so much so that it is not fit for public bathing." He says further on page 311 "It is my opinion that this pollution is largely, if not entirely, due to the effect of sewage discharged from the city of Rochester."

On December 22nd, 1928, a meeting of the committee was held, to which City Manager Story and Public Works Commissioner Harold W. Baker were invited. For that meeting your committee prepared a list of questions which, if answered, would have thrown much light upon the situation. However, at the meeting Commissioner of Public Works Harold W. Baker flatly refused to answer these questions and City Manager Story, his superior who was present, failed to direct him to answer them.

As an example of the subjects your committee wished to have answered by Mr. Baker and which Mr. Baker refused to answer, we will cite the following: The city's own reports made to the State Department of Health for the past five years showed that billions of gallons of raw sewage which were received at the city's Durand-Eastman disposal plant but were diverted and dumped at that plant and poured into the lake without septic treatment. These reports show that in the year of 1927 alone, the lake was polluted by over two billions of gallons of sewage were poured into the lake thus untreated. The claim has been made that this was made necessary because of the inadequate of the sewage disposal plant, but the claim will not bear examination because additional facts shown in the report prove that it is not on the city's authorities upon, but on which they would not tolerate questions.

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Board Discusses Proposed Changes In Zoning Rules

Permitting of Apartment Houses in Goodman Street Section of East Avenue Favored—Expert Here For Conferences—Opposition Expected.

Entire revision of the zoning restrictions of Rochester including reclassification of property in the Goodman Street district of East Avenue, which will provide an opening wedge for the erection of apartment houses in that district, was discussed today by the City Zoning Advisory Board in conference with Edward M. Bassett, national authority on city planning.

The proposed new zoning restrictions were drawn by the Zoning Advisory Board, which will submit the maps to Mr. Bassett for his opinion. The board has gone so far as to zone the proposed Broad Street extension, classifying this proposed thoroughfare as high-grade commercial.

Many avenues are placed entirely within the commercial classification. According to plan, the proposed changes will be submitted to the City Council and public hearings conducted.

Under present zoning ordinances and regulations there are but three divisions of residential property, A, B and C. Under the proposed changes there are to be five divisions, A, B, C, D and E. Instead of one commercial zone there will be two, A and B. Industrial classification is to be divided as light and heavy.

The opening wedge for apartments in East Avenue, between Alexander Street and Portsmouth Avenue, is provided in a proposed classification of residential property of the district named under A, highest grade, and B, slightly lower grade.

The name of the City Zoning Advisory Board is to be changed to the City Zoning Board of Appeals and this board in the future, it is proposed, will be empowered to grant permits to construct apartment houses in any section providing all rules of the height and area regulations, now being drawn, are complied with, as well as certain other restrictions such as architectural design and type of construction.

The proposed zoning restrictions have been placed in a subject in East Avenue, which is now being considered in connection with a city plan.

Those who attended the hearing included Edward M. Bassett, Albert A. Hopeman, Howard Super, Frank Frey, Clarence Fisher, Clarence M. Platt, John H. Hargrove, W. Parker, St. Munger, secretary of the zoning board.

Committee Will Report
Councilman Guzzetta said that the committee will make its findings to the Council at an early meeting. Fay said that his compensation as smoke inspector is substantially less than he received with the Eastman Kodak Company and declared that he was not genuinely interested in smoke abatement he would not be interested in keeping the appointment.

Fay was fourth on the eligible list. His appointment by John G. Ellendt, superintendent of buildings, followed the promotion of the first man on the list to a higher position after two months service. Attending the hearing were City Manager Stephen E. Story; Harold W. Baker, commissioner of public works; Ednor A. Marsh, Samuel C. Pierce and William H. Glegen, members of the Civil Service Commission; Councilman Harry C. Goodwin, Edward Flynn, Councilman Milne, and the members of the Personnel Committee; Irving L. Gelsner, deputy corporation counsel; City Clerk Thomas P. O'Leary, and Mrs. Andrew L. Gilman, and Mrs. Lucille Muhlenbauer, members of the Women's City Club, who are interested in smoke abatement.

When the examination touched Fay's political interests, Councilman Louis Foulkes, who with Councilman William F. Dorman, and Dr. Guzzetta, the Personnel Committee, asked that it be kept to pertinent subjects.

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CITY PLACED AMID RICHES, FISHER SAYS

Half of \$5,000 Incomes Is Within 350-Mile Radius, R. G. & E. Man Asserts

REVEALS POWER PLANS

Tunnel Linking Dams, Mount Morris Project, Plant at Lake on Project List

Rochester has a strategic location with a remarkable future, Frederick W. Fisher, assistant to the management of the Rochester Gas & Electric Corporation told Rochester realtors yesterday at a noon luncheon in the Powers Hotel. Judgment of his company and industrial and manufacturing plants in Rochester coincided in the belief that this city has great things in store for it, he declared.

"Almost one-half of the incomes over \$5,000 in the country is located within 350 miles radius of Rochester," Mr. Fisher asserted. "Forty-five per cent. of the purchasing power, 36 per cent. of the population, 40 per cent. of the country's residential telephones, 59 per cent. of the manufactured products and 40 per cent. of retail outlets are within that radius."

To Link Power Units

Mr. Fisher stressed the importance of the public utility in advancing civilization and mentioned a plan to link up all power lines in this section of the state in a gigantic "power pool." This proposal will link up all recently acquired Phillips public utilities and will result in increased service, Mr. Fisher said.

He spoke of plans here to connect Court Street dam with the dam at Central Avenue by a tunnel which would cost \$200,000. "Monroe County is a lake with a dam," he said. "It is a power lake with a city plan."

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Suburban Planning Also Vital, Snyder Informs City Club

Newspaper Executive, in Address, Urges Necessity For Careful Development, Not Only of Cities, But of Entire Surrounding Region, Too.

Rochester and Monroe County in the future will be one political unit under one government, predicted Leroy B. Snyder, assistant to the president of the Gannett Newspapers, in speaking this morning at a luncheon at the Hotel Waldorf.

The statement was made by Mr. Snyder at the annual dinner of the City Club, which was held at the Waldorf last night. The dinner was the first of a series of dinners to be given by the club during the year.

Mr. Snyder declared that the city of the future will be a city of the future, and that the city of the future will be a city of the future.

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City Club Speaker



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In his address before the Rochester Historical Society Thursday evening, Edwin A. Fisher, city consulting engineer, reviewed engineering achievements and progress in Rochester during the last 50 years. He showed that the demands on the city's engineering force and the extent of the work undertaken had increased even faster than Rochester has grown.

Many important engineering works will call for attention within the next few years. They should be co-ordinated through an approved City Plan.

It is to be hoped that this work of drawing up the City Plan will now go forward rapidly and that Mr. Fisher himself will be able to contribute to it from the great store of information he has acquired during his long years of valuable service to Rochester.

WILL UNVEIL MEMORIAL TO ERIE CANAL

Parker Will Tell Influence of Stream on City—History of Building To Be Told

City officials, members of Rochester Colony of New England Women, Rochester Historical Society, and representatives from the state historical office, Albany, will attend dedication exercises and unveiling of a bronze memorial tablet in commemoration of the building of the Erie Canal, today at 3 p. m. in the Council Chamber, City Hall.

Following the exercises in the Chamber, at which Arthur C. Parker, director of the Municipal Museum, will be principal speaker, the tablet, erected on the Broad Street side of City Hall, will be unveiled.

The influence of the Erie Canal on Nation, State and City, will be discussed by Mr. Parker. Edward R. Foreman, city historian, will officiate at the unveiling of the tablet. Prayer will be offered by the Rev. Frank W. Hill.

WILSON TO SPEAK—

Peter Nelson, assistant state historian of Albany, will be one of the speakers. Remarks will also be made by Mayor Wilson, City Manager Story and Charles H. Wiltse, president of the Rochester Historical Society.

A letter written by Mr. and Mrs. Charles J. Howland while on their wedding trip on the Erie Canal in 1828 will be read by Miss Meda Cox, historian of the Rochester Colony of New England Women.

Mrs. Gilbert L. Lewis, president of the organization, is arranging the program. Mr. Potter, Buffalo, N. Y., is also present.

A child is as particular about roller skating as the king of kings.

be has to be a king.

be has to be a king.

be has to be a king.

be has to be a king.

be has to be a king.

be has to be a king.

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CITY PREPARES TO WIDEN, PAVE STATE STREET

Expects to Lay New Asphalt Surface Soon from Main to Commercial

The widening and asphalt repaving of State Street from Main Street to Commercial Street, is contemplated by the city administration, and Harold W. Baker, commissioner of public works, said yesterday that the work will probably be scheduled for this summer.

Commissioner Baker has requested property owners to confer with him regarding the outline of area-way construction so that they may be included in the original contract, and not included as extras. He believes this is the most practical and economical way to handle this construction.

"Plans are being prepared for widening State Street and repaving it with asphalt," he said. "But before the plans are announced, we want to know just what area-way reconstruction will be necessary, that this work may all be made a part of the contract."

"When Main Street was widened and repaved, there was no provision for area-way reconstruction, with the result that every property owner imposed unexpected obligations on the contractor, and he charged for all of them as contractors' extras."

"We want plans for the State Street improvement so fixed that there can be no extras for area-ways, remodeling of basements, and coal holes."

"We have asked all the property owners to advise us at once what changes should be made. Otherwise we shall leave coal holes, ash lifts and the like as they are, if in a satisfactory condition."

Recall Canal's Part in Building State and City



Present at unveiling of Erie Canal tablet, from left, Miss Meda Cox, historian of Rochester colony of New England Women; Frank F. Dow, former regent of the D. A. R. and member of Rochester Historical Society; Policeman James Mar; Arthur C. Parker, director of the Municipal Bureau; Charles S. Wiltse, president of the Rochester Historical Society; Gilbert L. Lewis, president of Rochester Colony of New England Women; Mrs. Joseph Adams, member of Rochester Colony and whose ancestors like those of the other women in the group came to Rochester over the Erie Canal.

Unveil Plaque To Remind City of Debt to Old Erie

Motors Whiz Over Spot Where Packets Tied Up As Obligation Is Acknowledged by Descendants of Pioneers

AUGUSTA S. ANDERSON

Not a single craft, not a stream of water remains in the bed of the old Erie Canal, now roadbed of Rochester's subway, but men and women who value the history of their state and city yesterday at noon placed in deathless bronze a memorial to the New England pioneers who came over the way to make new homes.

A somewhat elaborate tablet, unveiled on the Broad Street side of City Hall, today at 3 p. m. in the Council Chamber, City Hall.

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"There is a throng of laborers without whom the canal would have been impossible, unknown and unnamed, whose names are now faded into oblivion. We must never forget those human elements that since the world began have dug the ditches and laid the bricks for the road of mankind since the beginning of human history."

Silver Tablet Exhibited

A close link between the canal and the present was found in the person of Stephen C. Fay, who sat in a rear seat of the chamber. Mrs. Fay had sent the presiding officer a brief sketch telling that Mr. Fay's father, the late John D. Fay, was canal commissioner and how, at the end of his term in 1872, a silver tablet was presented to him bearing a long list of prominent names. This valuable old tablet was taken from the Fay safe-deposit vault to be exhibited on this occasion. It is beautifully embellished with the city seal and pictures all inscribed on the silver.

The one to whom this tablet was given lived in the Third Ward for fifty years, and died in June, 1885, at his son's present home, 64 South Washington Street. He served as resident engineer, division engineer, and canal commissioner, declining re-election to be nominated for state surveyor.

Miss Cox read a letter written by the grandfather of Miss Hattie L. Webster, secretary of the Third Presbyterian Church, when he and his bride had taken their wedding journey from New York to Detroit, including a ride on the Erie Canal.

Miss Cox expressed her belief that the tablet would be a reminder to the city of the debt it owes to the pioneers who came over the canal.

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23D WARD FOLK ASK BOULEVARD WORK HURRIED

Supervisor Ferguson with Delegation Will Attend Council Hearing

Proponents of the improvement of Lake Avenue Boulevard, between Stinson Street and Beach Avenue, are prepared to attend a hearing of the City Council this evening to present argument that the immediate projection of the work is to the best interests of the city generally and the Twenty-third Ward, says Supervisor John G. Ferguson.

The ordinance as amended, providing for a 54-foot concrete pavement, for which the city will pay for 28 feet and the abutting property owners for 26 feet, is before the Council for hearing, and Supervisor Ferguson said that he is prepared to show that the opposition is not responsive to the best interests of the ward, and does not represent the majority sentiment of the people in the section that is to pay for the improvement. He said that most of the opposition has come from people in the section south of Stinson Street, which is not under consideration at this time for improvement.

Supervisor Ferguson said that the section to be improved is the heart of the commercial district of the Twenty-third Ward. He said that if business is to be retained there, it is imperative that an improvement be put in, and that the widening of the pavement to 54 feet, with the city paying for more than half of it, is a very beneficial arrangement for the abutting property owners.

Property owners in the adjacent streets have gone on record as strongly favoring the improvement, the supervisor said.

With plans under way for the development of the harbor facilities of the Twenty-third Ward, Supervisor Ferguson said, to take some constructive steps toward making an improvement to facilitate traffic and to attract people. He said that the appointment of the Harbor Advisory Board by City Manager Stephen B. Story and the legislation before the Legislature creating a port authority for all of Monroe County, makes it possible that unless the Twenty-third Ward takes the initiative, sentiment might be stimulated for the development of Irondequoit Bay as the harbor for Rochester. He said that the property owners in the Twenty-third Ward must take constructive steps toward retaining their prestige and he thinks that the improvement of the boulevard, particularly in the section of Stinson Street to Beach Avenue, is the first step.

Baker Urges Haste

That no substantial argument has been raised against the improvement, is another assertion of Supervisor Ferguson. He said that the people of the Twenty-third Ward must not stand in the way of progress if they themselves are to be benefited and he believes that his activity in behalf of the improvement is in the best interests of the ward.

Harold W. Baker, commissioner of public works, said that the utmost speed will have to be taken to bring about the completion of the improvement by July 4. He said that any delay would completely handicap summer traffic to the lakeside.

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CITY SAVES \$300,000 IN BOND ISSUE

City Officials Catch Money
Market at Lowest Ebb
To Sell Securities

INTEREST RATES RISE
Stringency Set in After
Sale of Obligations
of \$4,720,000

Through the advantageous marketing of Rochester's bond issue of \$4,720,000 by Comptroller Clarence E. Higgins there has been saved to the city approximately \$300,000 in interest charges. Comptroller Higgins returned yesterday from New York, where in company of Mayor Joseph C. Wilson and City Treasurer James E. Kane he delivered to a banking syndicate the bonds that were authorized by the City Council to fund note issues that were made during the year.

The Rochester officials were congratulated by the representatives of bonding and banking houses on their excellent sale in the interest of the city. The market was closely watched by Comptroller Higgins and through the co-operation of City Manager Stephen B. Story and the Finance Committee of the Council, made up of Mayor Wilson, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn, authorization was given for the renewal of the outstanding notes concurrent with the approval of the bond issue, and Comptroller Higgins was able to make the sale at the rate of 4.19 per cent. He was fortunate in marketing at the very lowest ebb of the financial market. With the stringency in Wall Street, reflected by 12 per cent. call money, the interest rates on bonds have been decidedly upward since the Rochester sale.

Newark Rate Higher
Last week Newark, N. J., which enjoys a standing in financial houses regarding its bonds that is comparable to Rochester sold a \$9,000,000 issue for 4.49 per cent, or thirty-one hundredths of a per cent, greater than Rochester's. This means an increase in interest charge on \$4,720,000 of \$14,160 a year. The Rochester bonds run from twenty to thirty years, with the average of about twenty years, and this means a total interest charge of \$283,200 on the issue that has just been made had Comptroller Higgins waited, as did the city of Newark.

The Rochester bonds pay interest of 4 1/2 per cent., but Comptroller Higgins was told by the bond house representatives that municipal bonds going into the market will have to increase the rate to 4 3/4 per cent. to make a sale. There are a number of cities that are waiting on their bond issues, Comptroller Higgins was informed, and the issue of the city of Newark was regarded as a test. With the bonds with equal attractiveness to those of Rochester selling at 4.49 per cent., Comptroller Higgins was informed that there virtually was no market at all for the city of Rochester.

Want Higher Interest
Corporations and individuals are looking for interest of 4 1/2 per cent. and the rate of the Rochester bonds is being sought in a forlorn hope.

DISPOSAL SYSTEM HERE IS CRITICIZED

A \$225,000 program for safeguarding Rochester's bathing beaches against possible pollution by sewage, and generally modernizing the city's sewer system was announced today by Public Works Commissioner Baker.

Mr. Baker's announcement followed receipt of a report of the survey by Harrison P. Eddy of Metcalf & Eddy, Boston sanitary engineers. The report made recommendations for the present and the future, but the latter will depend on further investigating over a period of eight months to one year.

Recommendations for the present call for syphoning and pumping sewage, now emptying into the river from Maplewood Park and the upper Tenth Ward, over the river to the main-trunks in the east side of the river running to the Irondequoit Sewage Disposal plant. Recommendation also is made for adding two additional disc screens to the Irondequoit plant to prevent any by-passing of sewage to the lake in times of heavy storms.

Incidentally, Mr. Baker answered questions which county officers asked him when the Supervisors made a sewage pollution investigation.

He said that in 1927, from July 1 to September 10, the municipal bathing season, there were but fifteen hours when any sewage was by-passed from the Irondequoit plant, and in 1928 from May to November there was none at all.

The inference was that sewage pollution of the lake beaches last year could not be charged to the city plant, and whatever was found by the county officials could be traced to county property.

DISTANCE FROM SHORE
The report follows:
"We transmit herewith our report upon the disposal of sewage from Maplewood District.

"Our investigation of this problem has led to the conclusion that the city should not depart from a policy which has been adopted some twenty years ago to avoid the discharge of sewage into the Genesee River but rather to dispose of it, after suitable treatment, into Lake Ontario at a long distance from shore.

"In carrying into effect this policy, the city has made large expenditures, the resulting advantages of which would be offset in a measure by adopting local treatment and the discharge of the settled sewage into the river.

"The plan proposed for local treatment has been admirably worked out to minimize the creation of objectionable conditions in the immediate vicinity of the sewerage works; nevertheless, it is our judgment that they would not be entirely free from such conditions and, moreover, the cost of conveying the sewage to the Irondequoit plant for treatment is justified for the purpose of protecting the park from a feature which might diminish its attractiveness.

STEPS NEEDED AT ONCE
"It may be well to call attention to the offensive conditions created by the present discharge of sewage from the Dewey Avenue trunk sewer. They are so objectionable that steps should be taken at once to prevent this discharge.

"After the sewage has been diverted there will continue to be occasional overflow and discharges from the sewer in times of storm.

COST OF \$167,450

"The construction cost of this plan is estimated at \$167,450 and the annual operating expense at the outset at \$2,510.

The city should not permit the discharge into the municipal sewers of industrial wastes which will impose upon the city a disproportionate expense for pumping, for sewer and treatment plant construction and operation, or which will injure the sewers and other structures or interfere with the processes of treatment employed.

"It is probable, however, as found to be the case in many cities, that some minor quantities of industrial wastes may justly be admitted to the municipal sewers where the foregoing conditions are not violated and the cost of other means of disposal would be prohibitive."

BAKER'S SCHEDULE
Commissioner Baker announced a schedule of improvement costs to be embraced in the \$225,000 he will ask of the City Council. It was as follows:

1. Report of Metcalf & Eddy on Maplewood project and screens at the Irondequoit plant, report completed,	\$ 5,000
2. Design of pumping station at Maplewood by Metcalf & Eddy (estimated),	5,000
3. Design of emergency by-pass at Irondequoit plant by Metcalf & Eddy,	2,000
4. Study of future additions at Irondequoit plant, study to be made during Summer of 1929,	
5. Forces of Eddy with D. P. W. Forces,	30,000
6. Construction intercept-ers, pumping station, siphons, etc., Maplewood project, 1929, Summer,	170,000
7. Installation on two disc type fine screens and emergency by-pass at Irondequoit plant, Summer, 1929,	\$5 600
Balance in sewage disposal fund unexpended,	\$277,000
Request of council, authorization for sewage disposal,	65,000
Request of council, authorization for sewage disposal,	\$212,000
Request of council, authorization for sewage disposal,	\$225,000

These contemplate two siphons under the river to bring Maplewood high level and low level sewage into the Irondequoit disposal plant, at an estimated cost of \$167,500, and improvements and additions at the plant itself costing \$62,800.

Rochester was one of the first cities of the country to adopt a modern sewage disposal system, instead of dumping it untreated into a river, lake or bay. It will cost

money to maintain and raise this standard, but the expenditure will bring forth while results.

With the co-operation of the state health authorities and various communities progress is also being made in reducing discharge of sewage and undesirable waste products into Irondequoit Creek and the river above Rochester.

It is not practicable to separate storm water and sanitary sewage systems throughout the city, except on a gradual replacement basis, but every effort should be made to keep by-passing of sewage at the disposal plant down to a minimum.

In some cases this need for co-ordination may extend beyond county boundaries. On account of the location of Rochester at a point about as far from the boundaries of other counties as is physically possible, Monroe County offers at present a reasonably adequate planning unit. Creation by the Board of Supervisors of a Monroe County regional planning commission is therefore a decided step forward.

Looking beyond the immediate needs of the day, it is worth while to note the defects of unregulated city growth and consider whether the city of tomorrow cannot be so guided and controlled in its extension that it will be a much more pleasing and satisfactory place of residence than are most large cities today.

Appointing Charles B. Raitt as City Manager Event by Minister

Director's Views on Recreational Facilities for Boys
and Girls Have Bearing on Health and Morals,
Declares Rev. F. E. Reissig in Sermon

Appointing Charles B. Raitt as director of parks is the outstanding event in the brief history of the City Manager form of government, Rev. F. E. Reissig, minister of Emmanuel Lutheran Church, declared in his sermon at that church last night.

Rev. Mr. Reissig grounded his statement on the assumption that the problem of leisure, especially of boys and girls, is a major one and that the city government has gone about its solution in the right way by appointing Mr. Raitt.

After reviewing Mr. Raitt's proposals for the development of the recreational features of the park system, Rev. Mr. Reissig says: "If Mr. Raitt's ideas are put into operation regarding parks and playgrounds and recreational centers, I can see the juvenile delinquent situation cut in half within the next few years; I can see a healthier minded type of boy and girl growing up in our great city."

"Youth must have channels for the expression of its energy. Our good sainted friend, Professor Walter Rauschenbusch, should be with us today to take a stand for the providing of proper facilities and opportunities for the leisure time of our children. He said: 'The child has a right to have some fun

for which it does not have to pay a nickel.' "The adult life of Rochester wants lovely parks to drive through and golf courses, and they get them; but the unconscious city of youth is scarcely heeded. It all costs money, but we shall learn that money spent wisely on youth is the best and most permanent investment. Dr. Samuel Batten ventures to say, 'Better a playground without a schoolhouse than a schoolhouse without a playground.' "

"Rochester has had a wonderfully successful campaign for a greater university. The next campaign ought to be for the development of one of the great character-building institutions, namely the playground and recreational center. Buildings will have to be razed in congested centers, parts of our parks will have to be redeveloped or new land purchased. New standards of leadership will have to be made. It seems to me that the entire park and recreational system will have to be developed from the point of view of the leisure time of boys and girls and men and women. The problem of leisure is a growing problem. The director of a city's park system has the most important part to play in the leisure time of the city's citizen's."

Improving Sewage Disposal
Recommendations for preventing discharge of sewage into the lower Genesee River have been presented by Harold W. Baker, commissioner of public works, based on the report of a consulting sanitary engineer of high standing and the experience of the department.

These contemplate two siphons under the river to bring Maplewood high level and low level sewage into the Irondequoit disposal plant, at an estimated cost of \$167,500, and improvements and additions at the plant itself costing \$62,800.

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Looking beyond the immediate needs of the day, it is worth while to note the defects of unregulated city growth and consider whether the city of tomorrow cannot be so guided and controlled in its extension that it will be a much more pleasing and satisfactory place of residence than are most large cities today.

The automobile has made it possible for a considerable population to live further from the business center than was formerly convenient. Given this enlarged area to deal with, is it not possible to handle it in such a way that everyone can readily enjoy the exhilarating influence of the unspoiled country?

COUNCIL OPPOSES GASOLINE TAX; ORDERS STUDY OF PORT MEASURE; PROVIDES FOR FIRE PREVENTION

Permanent Inspection
To Be Carried On
by Fire Bureau

ORDINANCE CALLS
FOR 5 MORE MEN

New Battalion Chief
To Relieve Regulars
To Inspect Areas

Systematic inspection of all buildings in Rochester by the Fire Bureau as a means of preventing fire loss, is provided by an ordinance unanimously adopted by the City Council last evening, regarding the bureau by the addition of five more men.

One battalion chief, one captain, one lieutenant and two men will be appointed, and the regrading ordinance provides that the fire prevention work shall be carried on as a separate function of the bureau, under a plan worked out by George J. Nier, commissioner of public safety, and City Manager Stephen B. Story. It is intended to bring into closer co-operation property owners and the fire officials and it also will serve the purpose of familiarizing fire officials with the conditions and structures in the city areas.

Will Inspect Entire City
When the ordinance providing for the regrading was introduced by Councilman William F. Durnan, chairman of the public safety committee, Councilman Harry C. Goodwin asked for an outline of its scope. City Manager Story explained that it was proposed to have a relief battalion chief go into each of the four districts in the city to enable the battalion chief on duty days to devote his time to fire prevention work.

The battalion chief will have a captain and a lieutenant assigned to serve as relief also while the regular officers work on an inspection of buildings and structures in the area covered by each company. Being relieved from active duty the battalion chief, accompanied by the captain and lieutenant, can visit with them about the area, counsel and also provide themselves with a knowledge of conditions that will be invaluable in the event of fire.

City Manager Story estimated that it would take two weeks to complete the study in each area covered by the fire district. After one of the four larger districts of the city is covered, the work will be carried to another, and by the time it has covered the city, it will be time to start over again.

Commissioner Nier explained that this work has been done by the Bureau of Building, but that by centralizing effort in the Fire Bureau with authority to make inspections and work with the property owners in fire prevention, more efficient results are possible.

To Take Men from Eligible List
Both City Manager Story and Commissioner Nier believe that the plan as devised will be of much benefit to property owners and one of the most constructive efforts in the prevention of the city can be made. The importance of preventing fires is greater than fighting them, Commissioner Nier asserted. He said that the appointments will be from the Civil Service list, in each case being selected

Summary of Council Business

Business transacted last evening by the City Council included the following:

Adopted an ordinance regarding the fire department to provide for a comprehensive program of fire prevention activity.

Received a request for an appropriation of \$225,000 for the solution of the problem of sewage pollution of the Genesee River by drainage from the Maplewood district and for the enlargement of the Irondequoit disposal plant.

Went on record by resolution disapproving the gasoline legislation pending at Albany because it does not take into consideration the refunding of any of the tax to the city to pay for mounting cost of street maintenance and traffic regulation because of increased motor vehicular travel.

Authorized the Law Committee to study and investigate legislation creating a Port Authority for Monroe County.

Conducted a hearing on improvement of lower section of Lake Avenue Boulevard and received a petition from more than 80 per cent. of the abutting property owners favoring the ordinance.

Received ordinance for Cumberland Street extension between Franklin Street and Clinton Avenue North, also ordinance for connection of Clifton and Troup Streets.

Positions of chief probation officer and assistants in City Court, Criminal branch, prescribed by City Manager Story in communication to the council.

Transacted a large volume of business relating to sale of and purchase of land for municipal purposes and petitions and ordinances for local improvements.

54-FOOT LAKE ROAD URGED
According to Petition Given
Council by Supervisor;
More Speed Said Need

That the majority of the property owners in Lake Avenue Boulevard between Stutson Street and Beach Avenue are in favor of the 54-foot concrete pavement ordinance was a statement made to the City Council last evening by Supervisor John G. Ferguson of the Twenty-third Ward at a hearing on the ordinance.

Supervisor Ferguson filed a petition from "more than 80 per cent. of the abutting property owners," favoring the improvement. The matter before the Local Improvement Committee and Councilman Nelson A. Milne said that he would look into the several objections that were raised to the width of the pavement and location of the tracks and will report next Monday evening.

John Wesp declared "he was not opposed to the improvement and it's time the hearings were ended and we got down to business." He said, however, that he felt that the width of the pavement could be regulated without moving the car tracks or disturbing the trees. The only other person to talk was a woman, who asserted that she favored the improvement but hated to lose some maple trees in front of her home that were a half century old.

Cannot Depress Tracks
Mr. Wesp said that he believed that instead of raising the bridge over the Rome, Watertown & Ogdensburg Railroad that the tracks could be depressed. City Manager Story said that the city had no alternative but to raise the bridge as directed by the Public Service Commission. He said that the railroad engineers declared that the tracks could not be depressed because of the nearness to the approach to the Genesee River bridge. Mr. Story said that any orders of the state were obligatory and the raising of the bridge would be necessary.

It was pointed out to Mr. Wesp that any damages that he sustained in a change in grade would be paid him and the raising of the coast.

Believes City Should
Share in Any Levy
on Motorists

SEES NEW BURDEN
UNDER PORT BOARD

Wants To Know if City
Will Be Liable for
Its Obligations

Legislation pending at Albany providing for a gasoline tax is opposed by the City Council in a resolution presented last evening by Mayor Joseph C. Wilson and unanimously adopted by the Council.

The Council also ordered its law committee to study the proposed Port Authority bill, with particular reference to the city's liability for obligations the district might incur.

Wants City to Share
The gasoline tax resolution places the Council on record as disapproving any of the gasoline tax legislation that does not recognize the principle of return of part of the proceeds to the city to meet the mounting cost of street maintenance and traffic regulation because of the increased use of motor vehicles.

Upon inquiry by Councilman Harry C. Goodwin, the statement was made by Corporation Counsel Clarence M. Platt that none of the bills that are pending before the Legislature makes the "city one penny wealthier although a substantial tax is imposed on the automobilist living in the city." City Manager Stephen B. Story brought the matter to the attention of the Council at the last meeting, and an investigation was started under Mayor Wilson's direction.

Mr. Story estimated that the average cost to the automobilist in Rochester is nearly \$15 a year under the gasoline tax, and the state takes from the city motorists approximately \$1,500,000 without refunding anything for the maintenance of the city streets. He said that it was a matter of serious consideration for the 100,000 motorists in Rochester.

Suggests Platt Tell Albany
Councilman Goodwin asked that Corporation Counsel Platt appear before the Legislature and make known the views of the City Council as expressed in the resolution.

"I am heartily in favor of the resolution," he said. "It is about time that the city got something and not have all of the proceeds go to the state."

The resolution as adopted unanimously provides that "it is the sense of this Council that no gasoline tax bill should be enacted by the Legislature unless it recognizes the principle of substantially increased revenues for cities to abate the cost of street maintenance and of the cost of traffic regulation in cities due to the increasing use of motor vehicles."

PLATT TALKS NEW MEASURE TO ZONE CITY

Purpose Is To Create
Transition Zone in East
Avenue and Regulate
Building, He Says.

That the intent of the proposed new zoning ordinance is to place Rochester under the state zoning law, and will create a transition zone in East Avenue, was made known today by Corporation Counsel Clarence M. Platt.

Mr. Platt believes the ordinance, which revises the old zoning law, will meet with the approval of the public. In relation to the East Avenue situation, which has been a subject of controversy for years, the proposed ordinance provides that in a certain section in the Goodman Street district apartment houses may be constructed under rigid regulations and subject to the approval of the Board of Appeals in the provisions of the ordinance.

The suggested ordinance makes the superintendent of buildings the administrative and enforcing officer, but he will have no power to grant or to recommend variances in the provisions of the ordinance. Mr. Platt said:

"The general city law of the state provides for a method of zoning, including use, height and area regulations, which is better than the present method in Rochester. Much has been learned throughout the country about zoning since Rochester took up the matter as one of the first cities.

Public Favors Principle
"The public for some time has favored the principle of regulation of land use in Rochester. Better living conditions have been made possible. As the city grows, advantages must be taken of the information acquired in the last 12 years. We are warned that Rochester needs not only the regulation of use, but the regulation of height and percentage of lot occupancy. The area regulation is more necessary as height increases.

"I believe an ordinance incorporating the above principles is warranted by the public. I further believe the proposed ordinance will meet conditions. If, however, any change should be made in the particular regulations proposed, the council can do this without sacrificing the underlying principles.

"If the council subscribes to these principles, the adoption of the proposed ordinance with or without modification, will place Rochester under the general beneficent provisions of the state law. If the proposed ordinance is not modified and is found acceptable, it will still be possible, by alteration of the zoning map, which is offered for adoption as a part of the ordinance, to place certain territory in one district or another.

Map Simple and Complete
"The map shows all building zone districts including height, area and use. It is thus simple and complete, the feature of showing height and area use on one map instead of three is distinctive.

"There are four proposed main classifications in the ordinance, residential, commercial, light and heavy industrial. When the height and area regulations are applied with the use, 17 clearly defined districts are set up having the characteristics of the present 'R' residential district and in addition the appropriate provisions of the Port Authority bill, one of which provides that the Port Authority be permitted to use the general taxing multi-family houses with greater power of the city in its proper proportion to meet district obligations, greater percentage of lot occupancy and the law committee is made up may be allowed by the Board to of Vice-Mayor Isaac Adler and Goodwin.

your giving the matter study? you be pleased to carry out any of your directions.

175

CITY FOREST PROFITABLE, SAYS MALOY

Forester Urges That Full Advantage Be Taken of Watershed Areas

TALKS TO CORNELL CLUB
Wouldn't Set Trees Merely to Conserve Water Source, But to Market Lumber

Forests controlled by Rochester surrounding the sources of its water supply may be of considerable profit to the city, and should be conserved and directed to that end, Thomas P. Maloy, city forester, told members of the Cornell Club at their luncheon meeting yesterday at the Powers Hotel.

"Rochester has long been noted for the reforestation work which it did to protect its water supply at Hemlock and Canadice lakes," said Mr. Maloy. "This work was started in 1902, when reforestation work in this country was in its infancy, and a continuous planting policy has been kept up ever since. The result is that the land around the city's water supply has become covered with a thick growth of pine and spruce.

Nearly Ready for Cutting

"From the time that the first planting was started in 1902, up to the present time, there have been planted more than 1,500,000 trees. These forests were planted with the idea in mind of merely protecting the city's water supply rather than because of any financial returns that might be received from them. Nevertheless, within a period ten to fifteen years, the first trees planted should have reached a size where they will be benefited by thinning the stand. From that time onward, Rochester should obtain some revenue from its planted forests.

"At the time that the city purchased the land around Hemlock and Canadice lakes, a part of the land was already covered with a forest of oaks, hemlocks, chestnuts, and spruce. Tree planting was not necessary in those places and the woods were protected from the forest fire. During the past few years, however, realizing that many of the trees were over mature, the city has been carrying on logging operations. Part of the lumber cut was utilized by the Department of Public Works, and a ready market was secured for the rest. These lumbering operations, from a financial standpoint, have been highly successful.

"The Department of Public Works has also reforested with pine trees the land it controls around the Durand-Eastman sewage disposal plant. It is, I believe, also the plan to carry on this reforestation program on the land to be acquired about Honeoye Lake."

Should Plant for Profit

Mr. Maloy argued that a city should not plant merely for the protection of its water supply, and incidentally for the prevention of flood conditions, but should have an eye from the first for the profit to be derived from future lumbering operations in the municipal forests.

He meant that operations should be conducted under a regular plan which would include a careful mapping of the area.

"I am not one of those who believe that a timber famine is going to be averted by merely growing trees," he said. "Neither am I an advocate of the policy of never cutting a tree. Forests, aside from the purely protective forests, should be grown with the idea of at some future time cutting the trees for the market. They need not be cut in the destructive method employed in the past, but they can be cut under scientific management, so that we will have a steady yield from our forests."

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Commissioner Baker returned yesterday from Albany, where he conferred with state officials regarding the payment of \$8,000 by the state as its share of improving Elmwood Avenue. The matter will be investigated by the state, regarding an agreement made for the payment three years ago, and the city will be reimbursed, it is expected, at the conclusion of the inquiry.

Y, MARCH 15, 1929

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When it is completed, briefs will be drawn and exchanged between Earle S. Warner, attorney for Ontario, and Deputy Corporation Counsel George S. Draper. It is hoped this will be completed for the term of the Appellate Division which begins the second Tuesday in May, nearly a year after the grant of the state commission.

Some time will probably elapse before the decision of the court and then it may be appealed to another court. If the city finally wins permission to develop the project, it will take another three years before the water can begin to be used, it is estimated.

In the meantime Rochester is just within the margin of water safety. The city's average daily consumption last year was within 30,000,000 a day and in August it went as high as 33,000,000. The "water crop" of Hemlock and Canadice lakes is about 30,000,000 to 31,000,000 gallons. This means that if Western New York should have a succession of two or three dry years the city would face a serious situation.

Commerce Dept. Regulations

Department of Commerce regulations require a minimum landing length of 2,500 feet in all directions for an airport rated "A1A," but Major Berry adds 500 feet to this minimum for the best type of airport.

"The entire field must be clear—no runways, no center lights, nothing that obstructs the free landing and departure of the planes," he says. "Runways have been found to be impracticable. With several airplanes arriving at the same time, and all trying to land along the one runway that will keep them facing the wind, you can see how congested the air would become. The pilots would have to wait for each other to land. That may be all right now when there are not so many airplanes in the air, but it won't be a few years from now."

Features For Model Port

John Nolan of Cambridge, Mass., expert in city and regional planning, outlines these additional features of the model airport:

- 1—The port must be easily accessible by modern highway and railway.
- 2—Adjacent buildings, within 350 feet, should be no higher than 30 feet, to afford a safe gliding angle of 7 to 1.
- 3—The higher the altitude the larger must be the field, as the rare air delays acceleration and take-off of planes.
- 4—A level plot with unobstructed approach in all directions and with turf of firm texture is essential. A light, coarse soil is most suitable.
- 5—The field must have at least 2,500 feet of landing distance in any direction.
- 6—The location should permit easy expansion with increasing needs.
- 7—All wires must be underground.

Rochester is lacking in weather information for flyers.

Major Berry, the Cleveland navigator, shows a pilot's information office, weather bureau, radio room, control, general and private offices and the field manager's emergency sleeping quarters.

On the roof in the center of the building will be the control tower where a man will be stationed day and night, operating the neon lighting, the neon signals and the other controlling lights on the field. He will be the "traffic cop" of the airport.

BETTER AIR FACILITIES ARE SOUGHT

Progress Made at Cleveland and Other Cities Emphasizes Danger Here of Falling Behind National Program.

By A. J. Sigl

The municipal airport in Scottsville Road seemingly can handle air mail at present, but will have to do considerable developing if it is not to lose benefits of the expected 1929 national expansion.

Rochester, even now, is facing a real transportation problem, as is Syracuse regarding air mail.

The eastbound mail plane did not stop at Syracuse yesterday afternoon, the pilot not daring to risk a landing because of the condition of the field.

Comparison of Rochester with other airports, notably those rated "A1A" by the Department of Commerce, indicates where the possibilities for development are here. Cleveland, for instance, has such a rating. There the field covers 1,000 acres, of which an area of 4,200 feet by 3,600 feet is now in use. It is practically level and free of all obstructions—an ideal landing area.

Its sandy clay soil Maj. John Berry, manager of the airport, considers the best for airport purposes.

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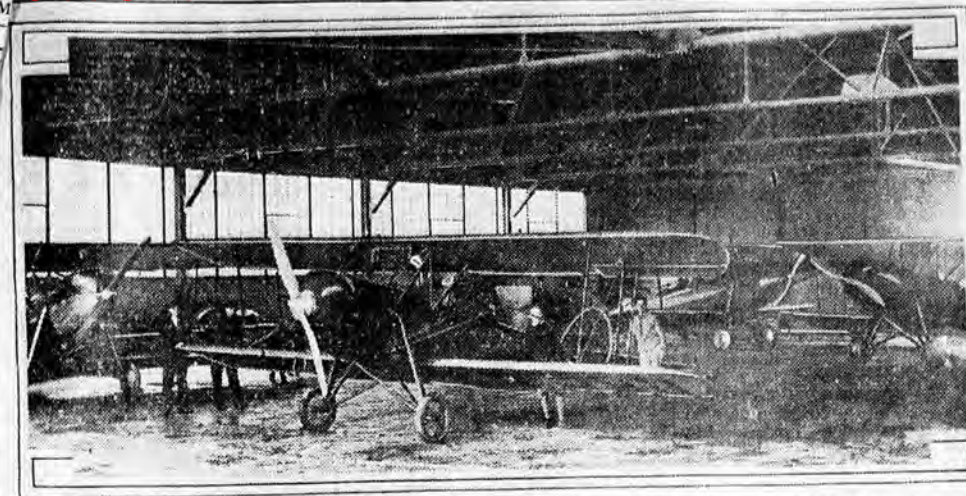
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Municipal Airport Any Day



This crowded hangar condition may be seen any day at the municipal airport and indicates the need for additional hangar room. These ships have their permanent headquarters in Rochester and more are coming. This year bids fair to be a banner one for aviation in Rochester as well as in many other places. Passenger and mail and freight traffic services are expected to boom and many other communities are reported enlarging their airport facilities to accommodate this development.

Rochester's Airport Inferior To Smaller Cities' Aerodromes

Ithaca and Hartford, Conn., For Instance, Both Offer Better Landing and Servicing Facilities to Planes Than Does Field Here.

By A. J. Sigl

Rochester's municipal airport suffers by comparison with airplane landing facilities in communities of equal or much smaller size.

Although experts are unanimous in their opinion that an excellent beginning has been made toward the establishment of a municipal landing field there appears equal agreement as to the need for immediate development.

The latest Department of Commerce bulletin credits Rochester with three runways, one 1,500 by 200 feet, the second 1,500 by 100, and a third 1,000 by 100.

A similar bulletin credits Ithaca airport with three runways, 3,000, 2,200 and 1,600 feet long. In other words the shortest runway in Ithaca is 100 feet longer than the longest runway at the Rochester airport. Referring to the Ithaca port, the bulletin continues:

"Whole field is available, except on wet weather when a point near junction of longest runway is off."

The impossibility of landing anywhere on the Rochester port except on the runway is apparent these days to anyone who visits the Scottsville Road field. There has been so much water there in recent days that a stream flowed under a doorway into one of the hangar offices.

Servicing of Planes Faulty

What can be accomplished through systematic planning and interested co-operation is indicated by the Department of Commerce reports on conditions at Hartford, Conn., field. Rochester has one hangar, 80 by 100 feet. Hartford has three, 60 by 120, one maintained and operated by the city and the other two by the state, but all three available for flyers and bringing traffic to the port.

"Entire field surface available for landing" is the government report for the information of pilots. Pilots and visitors may obtain meals on the field near the hangars.

Servicing of planes continues a serious matter at the Rochester airport. Gasoline and oil tanks are close to the north wall of the hangar. Small ships have difficulty in obtaining a supply of gasoline or oil. Attendants lug out what appear to be milk cans and fill the tanks while the ships are on the runways.

Improvements Badly Needed

Not now and then a big ship needs fuel, a hundred gallons or more, and jockeying this type of craft into position near the fuel tanks is an awe-inspiring performance. Rochester may not have air traffic enough to justify a service of the type in use in Buffalo, but that traffic is improving here and an improvement along this



Banding wild ducks at Durand Eastman Park: In circle, Joseph Taylor of Park Bureau staff checking band on 401, a duck visiting the park for the third time, on this occasion with her family; right, Charles B. Raitt, commissioner of parks, left, City Manager Stephen B. Story and Dr. Bruce LaFge of the Izaak Walton League looking over the pen of wild ducks trapped for banding; below, Mr. Taylor holding duck about ready to take off after banding, as Mr. Story, Mr. Raitt, and Dr. LaFge look on.

feeding station, says Dr. W. Bruce LaFge, director of the Rochester chapter of the league. Thousands of other birds stop there in Spring and Fall migrations.

During their stopovers, the ducks are caught in large wire traps, constructed in the form of mazes, into which they wander to eat and then are unable to leave. When the trap is full, the birds are taken out carefully, and tags bearing

Cumberland Street Extension

Sentiment in the immediate neighborhood appears to be strong for the extension of Cumberland Street from Clinton Avenue North, where it now ends, to Franklin Street, thereby opening up a direct route to St. Paul Street. The ordinance introduced into the City Council Monday provides for this desirable improvement at a cost of \$600,000, of which property owners have willingly agreed to pay their share. Opposition to the measure seems to have largely died down and there is an excellent chance that the present ordinance will come through as drawn.

The extension and widening of University Avenue, in the vicinity of Franklin Square, has made this one of the most commodious thoroughfares in the city. It attracts a heavy volume of traffic that is able by this means to avoid Main Street. The abrupt ending of Cumberland Street compels traffic to make a devious detour to reach St. Paul Street, imposing a heavy burden on the network of narrower streets that converge in that immediate vicinity. The extension of Cumberland Street would obviate that difficulty.

The proposed extension of Broad Street, providing a parallel to Main Street on the south side, imposes an obligation on the city to give some attention to traffic on the north side of Main Street. A good start has been made in University Avenue and a natural way provided for bringing the improvement to a consistent conclusion.

"Rochester must give its place in the musical world which it has obtained through years of effort. The Civic Orchestra must be retained."—CITY MANAGER STEPHEN B. STORY.

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Nearly Ready for Cutting

"From the time that the first trees were planted in 1902, up to the present time, the city has been steadily increasing its forested area. The trees are now nearly ready for cutting, and the city will be able to market a large quantity of lumber in the near future."

It is advisable to know one's forest, said Mr. Maloy, explaining that he meant that operations should be conducted under a regular plan which would include a careful mapping of the area.

"I am not one of those who believe that a timber famine is going to be averted by merely growing trees," he said. "Neither am I an advocate of the policy of never cutting a tree. Forests, aside from the purely protective forests, should be grown with the idea of at some future time cutting the trees for the market. They need not be cut in the destructive method employed in the past, but they can be cut under scientific management so that we will have a constant yield from our forest."

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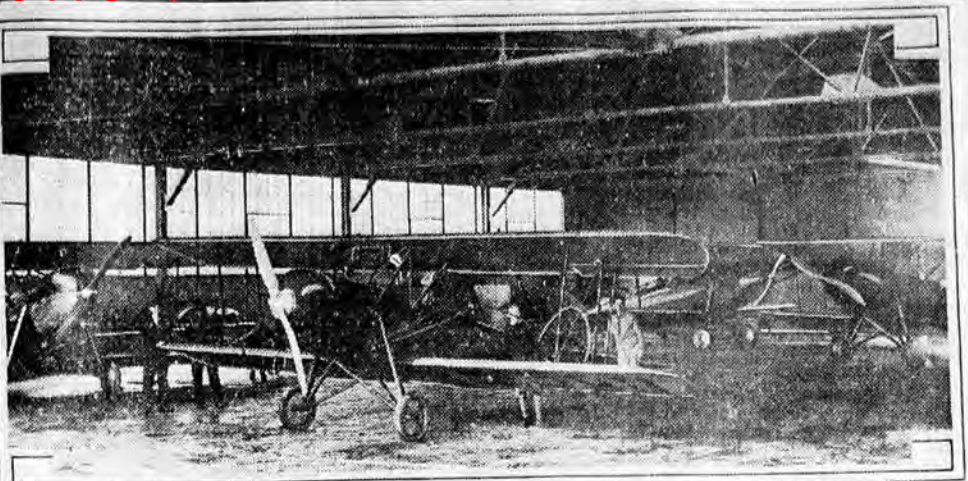
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Banding wild ducks at Durand Eastman Park. In circle, Joseph Taylor of Park Bureau staff checking band on 401, a duck visiting the park for the third time, on this occasion with her family; right, Charles B. Raitt, commissioner of parks, left, City Manager Stephen B. Story and Dr. Bruce Large of the Izaak Walton League looking over the pen of wild ducks trapped for banding; below, Mr. Taylor holding duck about ready to take off after banding, as Mr. Story, Mr. Raitt, and Dr. Large look on.

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CITY FOREST PROFITABLE, SAYS MALOY

Forester Urges That Full Advantage Be Taken of Watershed Areas

TALKS TO CORNELL CLUB

Wouldn't Set Trees Merely to Conserve Water Source, But to Market Lumber

Forests controlled by Rochester surrounding the sources of its water supply may be of considerable profit to the city, and should be conserved and directed to that end, Thomas P. Maloy, city forester, told members of the Cornell Club at their luncheon meeting yesterday at the Powers Hotel.

"Rochester has long been noted for the reforestation work which it did to protect its water supply at Hemlock and Canadice lakes," said Mr. Maloy. "This work was started in 1902, when reforestation work in this country was in its infancy, and a continuous planting policy has been kept up ever since. The result is that the land around the city's water supply has become covered with a thick growth of pine and spruce.

Nearly Ready for Cutting

"From the time that the first planting was started in 1902, up to the present time, there have been planted more than 1,500,000 trees. These trees were planted with the idea in mind of merely protecting the city's water supply rather than because of any financial returns that might be received from them. Nevertheless, within a period ten to fifteen years, the first trees planted should have reached a size where they will be benefited by thinning the stand. From that time onward, Rochester should obtain some revenue from its planted forests.

"At the time that the city purchased the land around Hemlock and Canadice lakes, a part of the land was already covered with a forest of oaks, hemlocks, chestnut, and spruce. Tree planting was not necessary in those places and the woods were protected from the forest fire. During the past few years, however, realizing that many of the trees were over mature, the city has been carrying on logging operations. Part of the lumber cut was utilized by the Department of Public Works, and a ready market was secured for the rest. These lumbering operations, from a financial standpoint, have been highly successful.

"The Department of Public Works has also reforested with pine trees the land it controls around the Durand-Eastman sewage disposal plant. It is, I believe, also the plan to carry on this reforestation program on the land to be acquired about Honeoye Lake."

Should Plant for Profit

Mr. Maloy argued that a city should not plant merely for the protection of its water supply, and incidentally for the prevention of flood conditions, but should have an eye from the first for the profit to be derived from future lumbering operations in the municipal

minishing the protective value of them."

Mr. Maloy said the work entailed in mapping the city forests and estimating their future possibilities is not difficult. "It means merely the working out of a definitely laid out plan. It is a step in advance of mere watershed protection, and should be the aim of all municipal forestry."

Speaks for City Trees

Trees in the city streets, too, came in for a share of Mr. Maloy's attention. He said that owing to certain building and street restrictions, trees were vanishing from many of the streets of Rochester, and he deplored their loss, which, he said, should not be necessary. He advocated that in future the City Planning Commission devote attention to this problem, and that when new streets are to be laid out, the plans for them should be made to provide an adequate space for trees, so laid out that they will not in the future have to be interfered with. Cutting of the roots to straighten curbs, and digging under for the laying of conduits, weaken a tree and lessen its years, he said, and most of the trees which yield to high winds from time to time are those which have been weakened in this manner.

NEW DEWY SERVICE WILL BEGIN MONDAY

Street Cars Will Run in Subway and Busses to Center of City

A number of the Dewey Avenue street cars are to be diverted into the subway at Emerson Street, beginning Monday, as a means of speeding up transportation facilities to Kodak Park, James F. Hamilton, president of the New York State Railways, said yesterday.

The placing of the cars in the subway is in response to a plan by Councilman Nelson A. Hamilton, whose resolutions seeking the operation of Mr. Hamilton and Charles R. Barnes, commissioner of railways, in improving service to Kodak Park and the district surrounding it was adopted by the City Council.

Busses to Run Downtown

Councilman Milne's other suggestion, regarding the running of the Ridge Road and Dewey Avenue busses to the Broad Street terminal, eliminating the necessity of transferring at Ridge Road, also was approved by the trolley officials, and beginning Monday the busses will run to the center of the city. Mr. Hamilton told Councilman Milne that ten additional busses will be operating to Hilton and Manitou Beach over the route from the center of the city within a month or six weeks and the service will be greatly improved.

If the diversion of the Dewey Avenue cars into the subway proves a success, a number of the Monroe Avenue cars may also be run into the subway under a plan to give direct and speed service through the city to the largest industrial centers. Mr. Hamilton made it clear that the placing of some of the Dewey cars in the subway will not interfere with the service to the regular patrons along the route, and that the surface schedule will not be impaired.

NEW RULE GOVERNS CITY MARKET TRADING

Sale of out of state produce at the Rochester Public Market will be restricted to commission merchants, beginning next Monday, it was announced today by William Doerrler, market master.

The new policy has the sanction of Safety Commissioner Nier, in whose department operation of the market lies.

The restriction, it is said, will affect between twenty and twenty-five dealers. Some serve as an outlet for excess stocks of commission houses, while others buy independently and come into competition with the commission men.

City Water Supply Case May Be Argued At Albany Next May

Printing of Records Nears Completion—Involves Ontario County's Appeal to Water Diversion at Honeoye Lake For Additional Water Supply For Rochester.

Hope that the Honeoye Lake water diversion case may be argued in May at Albany loomed today with announcement that printing of the 2,000 pages of record in the case is nearly completed.

It was last June that the State Water Power and Control Commission granted Rochester the right to develop the Honeoye watershed as a source of additional water supply to the city. Ontario County decided to appeal the case to the Appellate Division, Third Department, and it has taken all the time since to have the records printed and to go over the proofs.

New Sewage Disposal Plan Freeing Lake and River Sent to Albany

Plans for adequate sewage disposal in Rochester that have been arranged by Harold W. Baker, commissioner of public works, in conjunction with Harrison P. Eddy, sanitation engineer, have been submitted to the State Health Department, and their early approval is expected.

The City Council had before it a request for \$225,000 approval to carry out recommendations as a consequence of the health department's report. The plan provides for the construction of a sewage treatment plant at the foot of the city, and the diversion of the sewage into the river.

FRIDAY, MARCH 15, 1929

Airport's Needs

Articles appearing in the news columns of The Times-Union indicate that in spite of the money already spent on Rochester's airport there is still a demand for a bigger and better field.

Some persons may feel wary of spending any more for this purpose, on the theory that more is going out than is coming back. Yet it seems necessary to keep Rochester up with the procession, that it may be in a position to benefit by the growth of air transportation.

To cheer up the pessimistic it is well to recall that the national government, the states and their political subdivisions gave money and land to aid the early development of railroads. Today the railroads are not only indispensable as common carriers but also rank with the largest taxpayers.

The automobile industry had the advantage of having roads provided for it. But today motorists are paying heavy license plate fees and about the only thing the Governor and the Legislature are agreed upon at Albany is that more will be asked of them through a gas tax.

Air transport is still in its early stage. Perhaps it will be the tax collector who says "gimme" before so many years.

BETTER AIR FACILITIES ARE SOUGHT

Progress Made at Cleveland and Other Cities Emphasizes Danger Here of Falling Behind National Program.

By A. J. Sigl

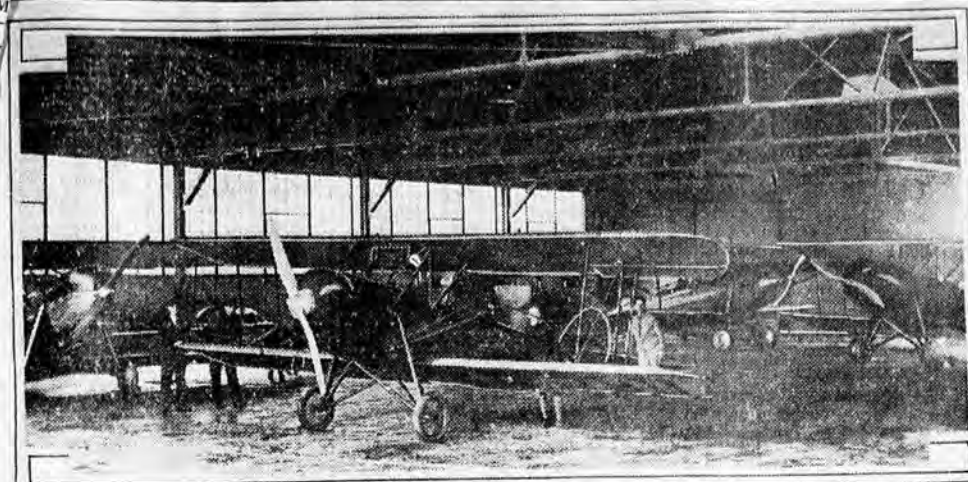
The municipal airport in Scottsville Road seemingly can handle air mail at present, but will have to do considerable developing if it is not to lose benefits of the expected 1929 national expansion.

Rochester, even now, is facing a real transportation problem, as is Syracuse regarding air mail.

The eastbound mail plane did not stop at Syracuse yesterday afternoon, the pilot not daring to risk a landing because of the condition of the field.

Comparison of Rochester with other airports, no "A1A" by the Department of Commerce, indicates that Rochester is in a bad way. The city's average daily consumption last year was within 30,000,000 a day and in August it went as high as 33,000,000. The "water crop" of Hemlock and Canadice lakes is about 30,000,000 to 31,000,000 gallons. This means that if Western New York should have a succession of two or three dry years the city would face a serious situation.

Municipal Airport Any Day



This crowded hangar condition may be seen any day at the municipal airport and indicates the need for additional hangar room. These ships have their permanent headquarters in Rochester and more are coming. This year bids fair to be a banner one for aviation in Rochester as well as in many other places. Passenger and mail and freight traffic services are expected to boom and many other communities are reported enlarging their airport facilities to accommodate this development.

Rochester's Airport Inferior To Smaller Cities' Aerodromes

Ithaca and Hartford, Conn., For Instance, Both Offer Better Landing and Servicing Facilities to Planes Than Does Field Here.

By A. J. Sigl

Rochester's municipal airport suffers by comparison with landing facilities in communities of equal or smaller size.

Though experts are unanimous in their opinion that a municipal landing field there appears equal agreement to the need for immediate development.

The Department of Commerce bulletins credit Rochester with three runways, one 1,500 by 300, the second 1,500 by 100, and a third 1,000 by 300. Similar bulletins credit Ithaca with three runways, 3,000 by 100, 1,500 by 100, and 1,000 by 100. In other words the shortest runway in Ithaca is 100 feet longer than the longest runway at the Rochester airport. Referring to the Ithaca port, the bulletin continues:

"Whole field is available, except a wet weather when a point near junction of longest runway is off."

"The impossibility of landing anywhere on the runways is apparent these days to anyone who visits the Scottsville Road field. There has been so much water there in recent days that a stream flowed under a doorway into one of the hangar offices.

Servicing of Planes Faulty

What can be accomplished through systematic planning and interested co-operation is indicated by the Department of Commerce reports on conditions at Hartford, Conn., field. Rochester has one hangar, 80 by 100 feet, Hartford has three, 60 by 120, one maintained and operated by the city and the other two by the state, but all three available for flyers and bringing traffic to the port.

"Entire field surface available for landing" is the government report for the information of pilots. Pilots and visitors may obtain meals on the field near the hangars.

Servicing of planes continues a serious matter at the Rochester airport. Gasoline and oil tanks are close to the north wall of the hangar. Small ships have no difficulty in obtaining a supply of gasoline or oil. Attendants lug out what appear to be milk cans and fill the tanks while the ships are on the runways.

Improvements Badly Needed

Just now and then a big ship needs fuel, a hundred gallons or more, and jockeying this type of craft into position near the fuel tanks is an awe-inspiring performance. Rochester may not have air traffic enough to justify a service of this type in use in Buffalo, but that traffic is improving here and an improvement along this

Cumberland Street Extension

Sentiment in the immediate neighborhood appears to be strong for the extension of Cumberland Street from Clinton Avenue North, where it now ends, to Franklin Street, thereby opening up a direct route to St. Paul Street. The ordinance introduced into the City Council Monday provides for this desirable improvement at a cost of \$600,000, of which property owners have willingly agreed to pay their share. Opposition to the measure seems to have largely died down and there is an excellent chance that the present ordinance will come through as drawn.

The extension and widening of University Avenue, in the vicinity of Franklin Square, has made this one of the most commodious thoroughfares in the city. It attracts a heavy volume of traffic that is able by this means to avoid Main Street. The abrupt ending of Cumberland Street compels traffic to make a devious detour to reach St. Paul Street, imposing a heavy burden on the network of narrower streets that converge in that immediate vicinity. The extension of Cumberland Street would obviate that difficulty.

The proposed extension of Broad Street, providing a parallel to Main Street on the south side, imposes an obligation on the city to give some attention to traffic on the north side of Main Street. A good start has been made in University Avenue and a natural way provided for bringing the improvement to a consistent conclusion.

"Rochester must save its place in the musical world which it has obtained through years of effort. The Civic Orchestra must be retained."—CITY MANAGER STEPHEN B. STORY.

Migration of Wild Ducks Traced by Use of Leg Bands and Postcards

While city officials and Waltonians supervised banding of 80 ducks yesterday morning in the feeding grounds and refuge at Durand-Eastman Park, Blackie, known to members of the Izaak Walton League as 401, consented to have Stoney, the Democrat and Chronicle photographer, take her picture as she was held by Emmett Taylor.

Blackie, who was christened thus because she is a black duck, is a regular customer at the Durand-Eastman Park grounds. She is responsible through her own efforts for increasing duck membership there.

Returns with "The Kids"

She made her first appearance on Nov. 5, 1927, when she entered the trap and received a pretty new aluminum bracelet. Then in March, 1928, she flew away in the annual Spring migration. Blackie returned last August, bringing with her eleven children and she and "the kids," as Waltonians refer to them, passed the Winter at the refuge.

Continued residence at the feeding grounds has made Blackie tame and friendly. When a certain favored few appear there, she will waddle up to them, with a friendly "quack, quack, quack," and ask for cracked corn.

Approximately 5,000 ducks pass the winter at the Durand-Eastman

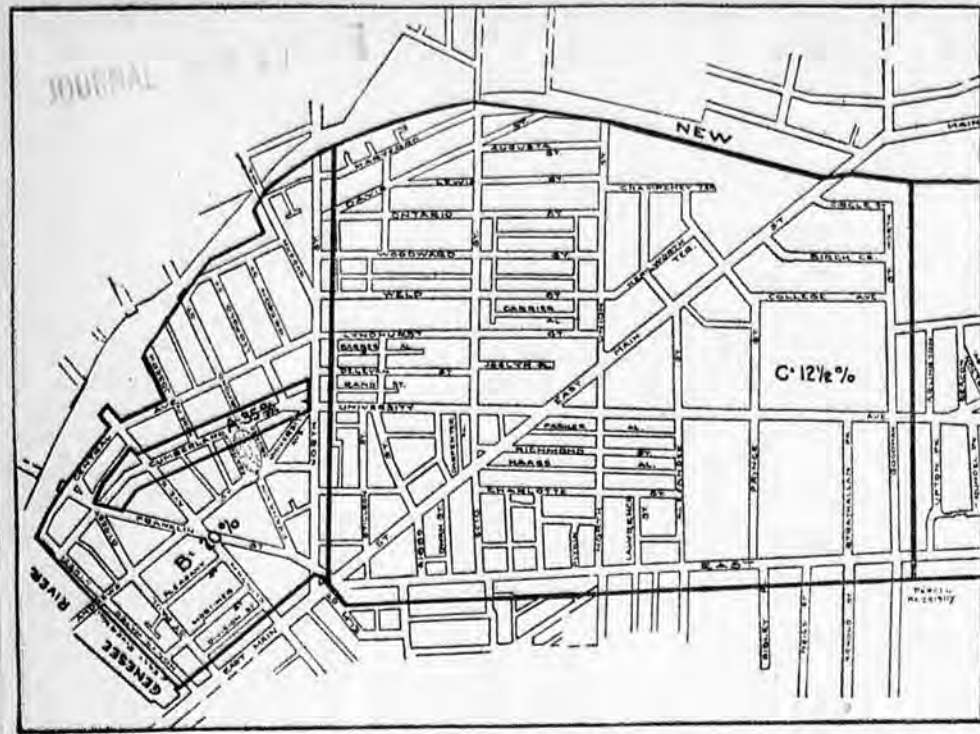


Banding wild ducks at Durand-Eastman Park: In circle, Joseph Taylor of Park Bureau staff checking band on 401, a duck visiting the park for the third time, on this occasion with her family; right, Charles B. Raitt, commissioner of parks, left, City Manager Stephen B. Story and Dr. Bruce Large of the Izaak Walton League looking over the pen of wild ducks trapped for banding; below, Mr. Taylor holding duck about ready to take off after banding, as Mr. Story, Mr. Raitt, and Dr. Large look on.

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During their stopovers, the ducks are caught in large wire traps, constructed in the form of mazes, into which they wander to eat and then are unable to leave. When the trap is full, the birds are taken out carefully, and tags bearing

Map Shows Extension Assessments



PERCENTAGES—The above map shows the percentage each section adjacent to Cumberland Street will have to pay toward the cost of extending that street 200 yards from North Street to Franklin Street. The city-at-large will bear 25 per cent. of the cost.

CUMBERLAND COSTS SPREAD

Assessment distributions to finance the \$600,000 cost of extending Cumberland Street westerly from Clinton Avenue North to Franklin, a distance of about 200 yards, were announced at City Hall yesterday.

The assessment territory would extend easterly to the city line. It would have an imaginary line just south of East Avenue as the southern border, and the New York Central Railroad as the northern boundary, and would extend from North Street easterly to the Browncroft city line.

The city at large would bear 25 per cent. of the cost, with 35 per cent. to be charged against owners of abutting property on Cumberland Street, west of North Street. Property beyond, between East Main Street on the south and the New York Central tracks on the north, would be assessed at 20 per cent. Property between North Street and Goodman Street North, both sides, would pay 12 1/2 per cent., and all property easterly to Browncroft, 7 1/2 per cent.

CITY, N. Y. C. STILL AT ODDS ON LYELL AVE. CROSSING

Three plans for elimination of the grade crossings of the Falls Branch of the New York Central Railroad in Lyell Avenue and Glide Street, submitted at a hearing in the Court House, today revealed that city and railroad engineers are still at odds over the scheme to be used.

At the conclusion of the hearing yesterday afternoon, E. J. Govern, assistant engineer of the Public Service Commission, adjourned the matter to April 25 to give the city, railroad, county and property owners an opportunity to study the plans, presented by T. C. Jaynes, railroad grade crossing engineer. It is likely a public hearing will be called to give property owners affected a chance to air their views.

RELOCATING STREET

The city administration, according to City Engineer Poole, favors relocating the street, moving the junction point with Lyell Avenue 170 feet east of the present point. The subway would be about seven feet east of the present center line of the highway. A subway would be built under the tracks in Lyell Avenue also.

The estimated cost would be \$680,250, of which \$134,250 is for land and damages. The railroad favors subways under Lyell Avenue and Glide Street without any change in the present alignment of either thoroughfare. The estimated cost is \$651,000, which includes \$114,000 for land and damages. The railroad favors this plan because it is the most economical.

WANT SQUARE TO BE NAMED FOR LINDBERGH

Petition of Lyndhurst and North Group Referred to Planning Board

The petition of a group of property owners and merchants at the intersection of North, Lyndhurst streets and Central and Hudson avenues for the naming of that section Lindbergh Square was referred to the City Council by the City Planning Commission, following a report recommending such action by Councilman Peake, chairman of the City Planning and Zoning Committee, to which the petition was referred after introduction by Councilman Goodwin.

Councilman Peake introduced a local improvement ordinance for May Street concrete pavement and storm water sewer. Councilman Foulkes filed petitions for an asphalt pavement in Carling Road, and an asphalt pavement, sewer and walks in Drexmore Road.

The resolution by Mayor Wilson fixing the services of Reed, Hoyt & Washburn for services in conjunction with the bond issue of \$4,720,000 recently was referred to the Finance Committee. The compensation is \$5,842.

NEW DISPOSAL PLANT VOTED

\$225,000 Appropriated for Equipment of Unit in Maplewood District

The appropriation of \$225,000 that was requested by Harold W. Baker, commissioner of public works, to provide for a Maplewood sewage disposal plant equipment and to make improvements at the Irondequoit plant was unanimously adopted by the City Council last evening following a favorable report by the Finance Committee.

The improvements were the result of an investigation made by Commissioner Baker in conjunction with Harrison P. Eddy, sanitation expert, and when they are completed 97 per cent. of Rochester's sewage will be scientifically treated and the pollution of the Genesee river and Lake Ontario, insofar as municipal responsibility goes, will be eliminated.

Mr. Eddy also is working with the Eastman Kodak Company with reference to the scientific disposal of their trade wastes at Kodak Park and this work co-ordinates the efforts of Commissioner Baker to clear up the pollution situation.

The Finance Committee, made up of Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler and Councilman Flynn, authorized Comptroller Clarence E. Higgins to borrow \$225,000 on municipal notes to finance the sewage disposal improvements and Commissioner Baker said that the work will go forward immediately.

The compensation of Metcalf & Eddy, the engineering firm represented by Mr. Eddy, who is sanitation adviser for New York City and other municipalities, was fixed at \$3,800. An exhaustive survey was made by the firm in co-operation with Commissioner Baker into the sewage problem and the entire matter has been submitted to the State Health Department for approval. This action is expected without delay, permitting installation and construction of the new plant at an early date.

Under the plan favored by the city, Campbell Park would be closed and a connection with Glide Street would be built, increasing the ultimate cost.

General Discussion

Bill Is Recommended by Committee

General discussion of the bill to create the Monroe County Port District was held before the City Council last evening. The bill was recommended by the committee on the subject.

CITY'S INTEREST SLIGHTED, CLAIM

Pays Most of Cost but Names No Member, Opponents Say

By HIRAM MARKS

A resolution disapproving the bill providing for a Monroe County Port Authority until people of Rochester have had an opportunity to hold a hearing and discuss its merits was adopted last evening by the City Council by a vote of 6 to 2. The resolution was proposed by Vice-Mayor Isaac Adler, chairman of the Law Committee, after he had presented a report outlining reasons why the committee favored such action. Negative votes were cast by Councilman William S. Durnan and Nelson A. Milne, and the resolution prevailed on the vote of Mayor Joseph J. Wilson, Vice-Mayor Adler, Councilman Louis S. Foulkes, Joseph Guzzetta, Harry C. Goodwin and Chester A. Peake, Councilman Edward P. Flynn was absent.

The Council authorized City Assessor Taylor to cancel the taxes for the Lafta Road plank walk assessment, and to provide for the charge on the city at large. Councilman Foulkes' resolution authorizing City Manager Story to enter into a contract with the Rochester hospital for the care of the indigent sick for 1929 was adopted, also to enter into a contract with the University of Rochester for the services of a neuro-psychiatrist.

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COUNCIL VOTES DISAPPROVAL OF PORT AUTHORITY

What Council Did Last Night

Business transacted by the City Council last evening included the following:

Adopted by vote of six to two a resolution disapproving the bill establishing a Monroe County Port Authority and directed Corporation Counsel Platt to oppose the legislation pending further study and a public hearing before the Council to safeguard the city's interests.

Received for study a draft of a constitutional amendment by Mr. Platt providing for the limitation of indebtedness on school districts, harbor authorities, or any other special districts, including cities in part or in entirety.

Provided by unanimous action for the borrowing of \$225,000 to finance improvements in the sewage disposal system recommended by Harold W. Baker, commissioner of public works.

Adopted unanimously the ordinance providing for a fifty-four-foot concrete pavement in Lake Avenue Boulevard from Stutson Street to Beach Avenue.

Received petition from Rochester Railways Co-ordinated Bus Lines for blanket authorization to run buses in Rochester streets as a means of supplementing electric surface lines, as public necessity and convenience may require.

Directed the preparation of an ordinance for the widening of Main Street West from Broad Street to York Street.

Authorized the purchase of twenty-five additional voting machines and transacted a large volume of business relating to municipal contracts and affairs.

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ORDINANCE FOR WIDENING MAIN WEST IS ASKED

Improvement from Broad to York Street Sought by Property Owners

Preparation of an ordinance providing for the widening of Main Street West from Broad to York Street was adopted by the City Council last evening after it was recommended by Councilman Chester A. Peake. The ordinance instructs Harold W. Baker, commissioner of public works, to prepare the ordinance for consideration by the Council.

The improvement is being urged by a large group of property owners in the street, who contend that there must be a wider artery leading to the populous west side, including the Nineteenth ward.

The Council by motion of Councilman Goodwin requested City Manager Story to revoke a building permit that was granted to a property owner in Main Street West to erect a structure out to the old lot line. This action was taken after Mr. Story read a communication from Dr. John E. Dunn protesting against the granting of the permit. He said in the letter that he was compelled to observe a tunnel and get back line and that if the construction was permitted, it would have a recess building and would be worthless for store purposes for which it was erected.

He said that in fairness to himself as a taxpayer the Council should not permit the construction of a building on the old line Court. Councilman Goodwin asked Mr. Story why such a permit was granted and he said it was issued by the Bureau of Buildings on the advice of the legal department. Mr. Goodwin asked if it could be revoked and the city manager said that he had the authority, but requested an indication of the views of the Council, and Mr. Goodwin's motion was then unanimously passed.

Lake Boulevard Paving Bill

Passed, Work to Be Hurried

The ordinance for a fifty-four-foot concrete pavement in Lake Avenue Boulevard between Stutson Street and Beach Avenue was unanimously adopted last evening by the City Council.

The ordinance was recommended by the local improvement committee through Councilman Nelson A. Milne, chairman, and unanimous consent was given at once as a means of speeding up construction so that the improvement may be ready for use by July 1.

Harold W. Baker, commissioner of public works, who directed the preparation of plans, said that a special meeting of the Bureau of Purchase and Supply will be called to award the contract. Commissioner Baker said that the work will be laid up to the approaches of the Rome, Watertown & Ogdensburg Railroad bridge and this section will be completed after Labor Day. The bridge must be raised

Esitmate \$225,000 Cost For Concrete in Plymouth Avenue

The estimated cost of a concrete pavement in Plymouth Avenue, fifty feet wide with a six foot sidewalk is \$225,000, according to a communication from Commissioner Baker read to the City Council by City Manager Story. When the position of the improvement was called by Mayor Wilson no person responded.

Hearings were held on the local improvement ordinance for a new asphalt pavement in Orleans Street, concrete pavements in Sheldbourne Road, Edgemont Road and Hertel Street and an asphalt pavement in Gladstone Street. Commissioner Baker estimates the cost of the Gladstone Street pavement at \$13,000 and the Hertel Street pavement at \$8,200.

The Council approved a resolution introduced by Councilman Guzzetta fixing the price of \$37,000 for a parcel of property in Lake Avenue, required

for the westerly approach to the proposed Ridge Road bridge. The resolution by Councilman Peake fixing the price of \$4,600 for land in Fitzhugh Street owned by Harry P. Gould and required for the building line was also approved. City Manager Story abolished the position of assistant taxidermist in the Municipal Museum and prescribed the position of chief preparatory at a salary of \$2,500. In response to an inquiry by Councilman Goodwin he said that the proceedings only changed the title to the same position. Mr. Story prescribed the salary of \$3,100 for a battalion chief, \$2,600 for captain, \$2,400 for a lieutenant and \$2,100 each for two firemen to provide for the fire prevention activity that will be conducted by the Fire Department in accordance with a plan worked out by George J. Nier, commissioner of public safety, in conjunction with the city manager.

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The amendment would be to Section 10-b of Article 8 of the Constitution. It would require passage by two different Legislatures and approval by the people in a general election, and it strikes at the important question of limitation of indebtedness as a safeguard to communities, Mr. Platt asserts.

May Be Sent to Legislature

He has arranged for a conference with Harry J. Barrham, Republican county chairman, for discussion of the merits of the constitutional amendment and it is likely, if the law committee, to which the draft was submitted by Mayor Wilson, approves, that the measure may go into this session of the Legislature for study. This is the first session for constitutional amendment in which they must be adopted in any one or more districts previous to the Senate changes.

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Passed, Work to Be Hurried

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The ordinance was recommended by the local improvement committee through Councilman Nelson A. Milne, chairman, and unanimous consent was given at once as a means of speeding up construction so that the improvement may be ready for use by July 1.

Harold W. Baker, commissioner of public works, who directed the preparation of plans, said that a special meeting of the Bureau of Purchase and Supply will be called to award the contract. Commissioner Baker said that the work will be laid up to the approaches of the Rome, Watertown & Ogdensburg Railroad bridge and this section will be completed after Labor Day. The bridge must be raised

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Hearings were held on the local improvement ordinance for a new asphalt pavement in Orleans Street, concrete pavements in Sheldbourne Road, Edgemont Road and Hertel Street and an asphalt pavement in Gladstone Street. Commissioner Baker estimates the cost of the Gladstone Street pavement at \$13,000 and the Hertel Street pavement at \$8,200.

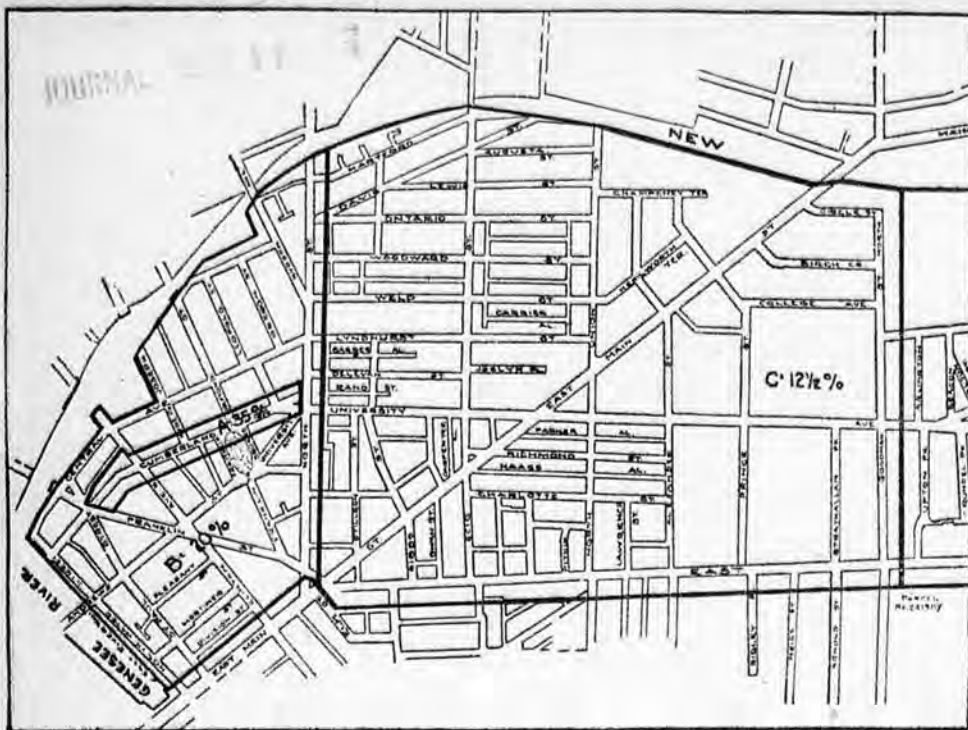
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Map Shows Extension Assessments



PERCENTAGES—The above map shows the percentage each section adjacent to Cumberland Street will have to pay toward the cost of extending that street 200 yards from North Street to Franklin Street. The city-at-large will bear 25 per cent. of the cost.

CUMBERLAND COSTS SPREAD

Assessment distributions to finance the \$600,000 cost of extending Cumberland Street westerly from Clinton Avenue North to Franklin, a distance of about 200 yards, were announced at City Hall yesterday.

The assessment territory would extend easterly to the city line. It would have an imaginary line just south of East Avenue as the southern border, and the New York Central Railroad as the northern boundary, and would extend from North Street easterly to the Browncroft city line.

The city at large would bear 25 per cent. of the cost, with 35 per cent. to be charged against owners of abutting property on Cumberland Street, west of North Street. Property beyond, between East Main Street on the south and the New York Central tracks on the north, would be assessed at 20 per cent. Property between North Street and Goodman Street North, both sides, would pay 12 1/2 per cent., and all property easterly to Browncroft, 7 1/2 per cent.

NEW DISPOSAL PLANT VOTED

\$225,000 Appropriated for Equipment of Unit in Maplewood District

The appropriation of \$225,000 that was requested by Harold W. Baker, commissioner of public works, to provide for a Maplewood sewage disposal plant equipment and to make improvements in the plant, was unanimously adopted by the City Council last evening following a favorable report by the Finance Committee.

The improvements were the result of an investigation made by Commissioner Baker in conjunction with Harrison P. Eddy, sanitation expert, and when they are completed 87 per cent. of Rochester's sewage will be scientifically treated and the pollution of the Genesee river and Lake Ontario, insofar as municipal responsibility goes, will be eliminated.

Mr. Eddy also is working with the Eastman Kodak Company with reference to the scientific disposal

of their trade wastes at Kodak Park and this work co-ordinates the efforts of Commissioner Baker to clear up the pollution situation. The Finance Committee, made up of Mayor Isaac Adler and Councilman Flynn, authorized Comptroller Clarence E. Higgins to borrow \$225,000 on municipal notes to finance the sewage disposal improvements and Commissioner Baker said that the work will go forward immediately.

The compensation of Metcalf & Eddy, the engineering firm represented by Mr. Eddy, who is sanitation adviser for New York City and other municipalities, was fixed at \$3,800. An exhaustive survey was made by the firm in co-operation with Commissioner Baker into the sewage problem and the entire matter has been submitted to the State Health Department for approval. This action is expected without delay, permitting installation and construction of the new plant at an early date.

CITY, N. Y. C. STILL AT ODDS ON LYELL AVE. CROSSING

Three plans for elimination of the grade crossings of the Falls Branch of the New York Central Railroad in Lyell Avenue and Glide Street, submitted at a hearing in the Court House, today revealed that city and railroad engineers are still at odds over the scheme to be used.

At the conclusion of the hearing yesterday afternoon, E. J. Goren, assistant engineer of the Public Service Commission, adjourned the matter to April 25 to give the city, railroad, county and property owners an opportunity to study the plans, presented by T. C. Jaynes, railroad grade crossing engineer.

It is likely a public hearing will be called to give property owners a chance to air their views. Under the scheme favored by the city, relocation of Glide Street would cut through this property. Under the scheme favored by the railroad, the grade of the property would be seven feet higher than the street.

Under the plan favored by the city, Campbell Park would be closed and a connection with Glide Street would be built, increasing the ultimate cost.

The estimated cost would be \$680,250, of which \$134,350 is for land and damages.

The railroad favors subways under Lyell Avenue and Glide Street, a submitted plan which entailed moving the tracks two hundred feet northeast to a point where the two streets intersect and there construct a subway. A truss bridge would be necessary under this plan, the estimated cost being placed at \$684,000. The city considers this unsightly.

The F. L. Hughes Company will be affected by either plan favored. The company, about two years ago, purchased the former Berry-Kaplan Company property in Lyell Avenue at Glide Street, where it planned to build an addition to its plant, located east of the Richardson Corporation's plant.

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Platt Expected To Propose Regulation Of District Debts

Corporation Counsel May Seek State Constitution Amendment Relative to Obligations Under Port Authority and Rochester School District Bills.

The City Council tonight may be asked for its view of the proposed Monroe County Port Authority.

It is expected also a communication will be received by the council from Corporation Counsel Clarence E. Platt in which will be included a proposed state constitutional amendment regulating the debts of districts such as created under the Port Authority bill and the Rochester School District bill.

While the report expected from the law committee on the Port Authority was not made public, it is believed certain objections will be raised to the measure relating to powers of taxation of the proposed district and representation of the city on the county port commission.

The proposed constitutional amendment might become Section 10 E of Article 8, and would restrict the amount of debt which might be incurred by districts superimposed over municipalities.

As the Legislature will close within a few weeks, it is expected the council will be called on to act on the law committee report, so the opinion of the city council may be made known at Albany before the Port Authority bill is acted on.

In connection with city representation on the port commission, under the bill the Monroe County Board of Supervisors would name six members of the commission and six members of the county board of supervisors. At least two commissioners must be residents of Rochester. The objection which the law committee is expected to voice is that the city administration should have more direct as well as greater representation, as most of the taxpayers affected by the creation of the port authority are residents of the city.

It was considered possible the law committee would recommend the city be represented at a hearing on the bill at Albany, to either oppose any action thereon, or to propose amendments to the bill which would make it satisfactory to the city.

PLATT DRAWN BILLS PASSED IN ASSEMBLY

Bond Issue Procedure and Home Rule Act Ruling Go to Governor

Albany Bureau Democrat and Chronicle Albany, March 18—Two bills drawn by Corporation Counsel Clarence E. Platt but of state wide application passed the Assembly tonight and now go to the Governor. One of the bills sets up a procedure for the issuance of municipal bonds and provides a correct method of validation. The second bill amends the Home Rule Act to clarify its provisions in relation to the powers of cities to make local laws.

Senator Fred J. Slater's bill shortening the season for taking muskrats in Monroe and Oswego counties passed the upper house His bill providing for the removal of weeds along town highway twice each season also passed. This bill was favored by County Superintendent of Highway George Wright.

P. T. GROUP TO MEET

COUNCIL VOTES DISAPPROVAL OF PORT AUTHORITY

What Council Did Last Night

Business transacted by the City Council last evening included the following:

Adopted by vote of six to two a resolution disapproving the bill establishing a Monroe County Port Authority and directed Corporation Counsel Platt to oppose the legislation pending further study and a public hearing before the Council to safeguard the city's interests.

Received for study a draft of a constitutional amendment by Mr. Platt providing for the limitation of indebtedness on school districts, harbor authorities, or any other special districts, including cities in part or in entirety.

Provided by unanimous action for the borrowing of \$225,000 to the City of Rochester for the sewage disposal plant.

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ORDINANCE FOR WIDENING MAIN WEST IS ASKED

Improvement from Broad to York Street Sought by Property Owners

Preparation of an ordinance providing for the widening of Main Street West from Broad to York Street was adopted by the City Council last evening after it was proposed by Councilman Chester A. Peake. The ordinance instructs Harold W. Baker, commissioner of public works, to prepare the ordinance for consideration by the Council.

The improvement is being urged by a large group of property owners in the street, who contend that it must be a wider artery leading to the populous west side, including the Nineteenth ward.

The Council by motion of Councilman Goodwin requested City Manager Story to revoke a building permit that was granted to a property owner in Main Street West to erect a structure out to the old lot line. This action was taken after Mr. Story read a communication from Dr. John E. Dunn protesting against the granting of the permit. He said in the letter that he was compelled to observe a long foot set back line and that if the construction was permitted he would have a recess building and would be worthless for store purposes for which it was erected.

He said that in fairness to himself as a taxpayer the Council should not permit the construction of a building on the old line. Councilman Goodwin asked Mr. Story why such a permit was granted and he said it was issued by the Bureau of Buildings on the advice of the legal department. Mr. Goodwin asked if it could be revoked and the city manager said that he had the authority, but requested an indication of the views of the Council, and Mr. Goodwin's motion was then unanimously passed.

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The amendment would be Section 10-b of Article 8 of the Constitution. It would require passage by two different Legislatures and approval by the people in a general election, and it strikes at the important question of limitation of indebtedness as a safeguard to communities, Mr. Platt asserts.

May Be Sent to Legislature He has arranged for a conference with Harry J. Bareham, Republican county chairman, for discussion of the merits of the constitutional amendment, and it is likely, if the law committee, in which the draft was submitted by Mayor Wilson, approves, that the measure may go into this session of the Legislature for study. This is the session for constitutional amendment, as they must be adopted in years in which personnel of the Senate changes.

Proposed Amendment The suggested constitutional amendment follows:

Section 1. Resolved (if the Senate concur), That Article 8 of the Constitution be amended by adding a new section to follow Section 10a, to be Section 10-b, to read as follows: Section 10-b. No separate school district, port, sewer or other taxing district shall include a city, or any part thereof, which shall become indebted for any purpose or in any manner to an amount the proportionate part of which resting upon the territory within such city together with the proportionate part of the debt of any other district which includes such territory or any part thereof, shall exceed 10 per centum of the valuation of the taxable real estate within such territory, as it appeared by the assessment rolls of such city on the last assessment for state or county taxes prior to the incurring of such indebtedness. A proportionate part of any debt for the purpose of this section shall be that proportion which the valuation of the taxable real property of any such territory within a district bears to the valuation of all taxable real property of such district subject to taxation as it appeared by the assessments rolls on the last assessment for state or county taxes of the county or counties within which such district is situated. The Legislature shall limit and apportion both the debt and taxing power of such districts so that the aggregate proportionate debt resting upon any territory within a city shall not exceed the amount above stated and so that the total tax of any one or more districts resting upon territory within a city, except to pay indebtedness, shall not exceed one per centum of the assessed valuation.

Section 2. Resolved (if the Senate concur), That the foregoing amendment be referred to the Legislature to be chosen at the next general election of senators, and in conformity with Section 1 of Article 14 of the Constitution be published for three months previous to the time of such election.

Lake Boulevard Paving Bill Passed, Work to Be Hurried

The ordinance for a fifty-four-foot concrete pavement in Lake Avenue Boulevard between Station Street and Beach Avenue was unanimously adopted last evening by the City Council.

The ordinance was recommended by the local improvement committee through Councilman Nelson A. Milne, chairman, and unanimous consent was given at once as a means of speeding up construction so that the improvement may be ready for use by July 1.

Harold W. Baker, commissioner of public works, who directed the preparation of plans, said that a special meeting of the Bureau of Purchase and Supply will be called to award the contract. Commissioner Baker said that the work will be laid up to the approaches of the Rome, Watertown & Ogdensburg Railroad bridge and this section will be completed after Labor Day. The bridge must be raised

six feet in accordance with a ruling of the Public Service Commission.

When Mayor Wilson called for allegations on the hearing on the improvement, Supervisor John G. Ferguson said that the abutting property owners and the people generally in the 23rd Ward are convinced that the improvement will be of immense benefit to them and will mean much for the progress and development of the ward. He said that 95 per cent. of the abutting property owners at least are earnest in favor of the improvement, and want the work to go ahead at once.

Commissioner Baker will arrange for a time limit on the construction to compel its completion by July 1, so that the highway may be opened to summer traffic to the lakeside. The work will be constructed, it is expected, in two sections, each of 27 feet.

Estimate \$225,000 Cost For Concrete in Plymouth Avenue

The estimated cost of a concrete pavement in Plymouth Avenue, fifty feet wide with a 6 1/2 foot sidewalk is \$225,000, according to a communication from Commissioner Baker read to the City Council by City Manager Story. When allegations on the improvement were called by Mayor Wilson no person responded.

Hearings were held on the local improvement ordinance for a concrete pavement in Pullman Avenue, asphalt pavement in Orleans Street, concrete pavements in Skiboorne Road, Edgemont Road and Hertel Street and an asphalt pavement in Gladstone Street. Commissioner Baker estimates the cost of the Gladstone Street pavement at \$13,000 and the Hertel Street pavement at \$6,500.

The Council approved a resolution by Councilman Guzzetta fixing the price of \$37,000 for a parcel of property in Lake Avenue, required

General Discussion of Bill Is Recommended by Committee

CITY'S INTEREST SLIGHTED, CLAIM

Pays Most of Cost but Names No Member, Opponents Say

By HIRAM MARKS

A resolution disapproving the bill providing for a Monroe County Port Authority until people of Rochester have had an opportunity to hold a hearing and discuss its merits was adopted last evening by the City Council by a vote of 6 to 2. The resolution was proposed by Vice-Mayor Isaac Adler, chairman of the Law Committee, after he had presented a report outlining reasons why the committee favored such action. Negative votes were cast by Councilman William S. Dunn and Nelson A. Milne, and the resolution prevailed on the vote of Mayor Joseph J. Wilson, Vice-Mayor Adler, Councilman Louis S. Climan, Joseph Guzzetta, Harry C. Goodwin and Chester A. Peake, Councilman Edward P. Flynn was absent.

Inquiry Held Need Councilman Dunn said that in large measure he favored the resolution but he felt that senators in assemblymen from Monroe County could be depended upon to act the interests of the people of Rochester pending the holding

Second, the interests of the city are very slightly considered in this bill, though upwards of 80 per cent. of the cost to be incurred will be paid by the city. The bill places in the control of the Board of Supervisors the appointment of six of the seven members of the commission, the city as a municipality is to have no choice. If a district is to be created such as is now proposed, it would seem only just that at least five out of the six commissioners should be selected by the City Council or the City Manager, as may seem best.

Third, there is no limitation upon the amount of indebtedness the district may incur or the amount of taxes it may impose upon the city. Clearly such unrestricted power may prove extremely embarrassing to and expensive for the City of Rochester.

Finally, we have a harbor authority composed of interested and capable citizens appointed by the City Manager to study the whole question of a port of Rochester on the face of it there would seem to be no reason, at the present time at least, for an additional port authority.

We therefore recommend that the Council disapprove of the passage of the proposed bill, at least until after a public hearing can be had before the Council and the advantages and disadvantages of the proposed measure can be carefully weighed.

Purchase of 25 More Voting Machines Voted by Council

The purchase of 25 additional voting machines, at a cost of approximately \$1,000 each, was authorized by the City Council last night following a favorable report.

BUS PERMITS FOR ALL CITY ROUTES ASKED

Would Permit Supplemental Street Car Service, Bus Firm Petition Says

A petition for authorization to operate bus lines in any or all streets in Rochester where additional service is necessary to supplement existing street surface lines was made by the Rochester Railways Co-ordinated Bus Lines to the City Council last evening by James F. Hamilton, president. The petition was referred by Mayor Wilson to the Public Utilities Committee, of which Councilman Harry C. Goodwin is chairman.

The authorization is sought to permit the operation of busses as supplementary service to electric lines as public necessity and convenience requires. It will enable such lines as the Ridge Road busses and other busses to select such routes to the center of the city as are best suited to the public as demonstrated from experience and directed by Charles R. Barnes, commissioner of railways. It will enable the company to make such operation as will improve the present surface system, it was explained.

The petition of Mr. Hamilton is as follows:

Pursuant to section 565 and 566 of the Transportation Corporations Law, Rochester Railways Co-ordinated Bus Lines, Inc., respectfully petitions your honorable body to grant to its consent and permission to operate stage, or omnibus or motor vehicle lines or routes for public use in the conveyance of persons or property over any and all streets in the City of Rochester, it being the intention and contemplation to operate motor bus lines on any and all streets of said City of Rochester as public necessity and convenience shall require, and that said Rochester Railways Co-ordinated Bus Lines, Inc., have the permit and right to extend its lines through the various streets of the said City of Rochester, it being the intention and contemplation to meet such requirements; it being intended at all times to operate said lines in co-ordination with the existing electric street surface lines of the New York State Railways and the already existing motor bus lines of said Rochester Railways Co-ordinated Bus Lines, Inc.

The purchase of the busses will provide for an extension of service in Rochester. The company also plans the reconstruction of 45 cars to the one-man type of operation at a cost of \$36,000. These cars will be used to effect economies on unprofitable lines, and as a means of giving more frequent service under a lower cost of operation, it was pointed out by Mr. Hamilton. Recommendation that economies made possible by one-man car operation be employed was made by Commissioner Barnes in his last annual report as a means of meeting cost of operation and the paving tax obligations, and the paving tax obligations that the company must pay.

Mr. Hamilton said that the company will be required to expend about \$175,000 this year for street repairs and construction for Rochester operation expenses at \$3,635,515, this year is estimated at \$3,635,515, making the total \$3,810,515. Taxes of the city's major industries, taxes total \$320,000 in Rochester.

Operation expenses in Rochester, Syracuse and Utica total \$6,805,560. Capital expenditure for paving and remodeling of equipment is estimated at \$750,000, and the company will pay about \$600,000 in taxes, Mr. Hamilton pointed out.

Publicity has already indicated the fact that if the Port Authority Bill becomes a law, the county can make the city pay untold sums of money. The people won't like that. They will, as a measure of self preservation, demand some changes in the personnel of the Board of Supervisors more like the City Council, where there is divided opinion and open discussion.

"The first step will be a new Board of Supervisors. The next, the management form of government for Monroe County. Publicity will do it. Publicity will keep the city government good."

CITY HELPED FIRE BUREAU BY PUBLICITY AUGMENTED AS SAFETY MOVE

Says Goodwin to Engineers, Citing Problems Settled to Public Satisfaction

COUNTY MAY HAVE PLAN

Demand for Open Deals to Bring 'Monroe Manager,' Councilman Believes

Publicity of achievements regarding the city government will result in a demand that the manager form of administration be extended to the county, declared Councilman Harry C. Goodwin in an address yesterday before the Rochester Engineering Society at The Sagamore. Roger DeWolf presided at the luncheon meeting.

Councilman Goodwin asserted that publicity for public affairs creates good government and keeps government good, and that this applies with equal force to municipal, county, state and national governments. Mr. Goodwin in the course of his remarks suggested that the county books be audited as were the municipal records.

Public Interest Aroused
"It is my contention that Rochester has better government than ever before," said Mr. Goodwin. "Much of this good government I attribute to publicity given city affairs by the local press. Most of it has been unfavorable. At any rate, it has aroused the people to an absorbing interest of what is going on at City Hall. The people know what is going on and city officials know the people know. That keeps every one on his toes and watching his step."

"In the Council, for example, there are two factions. One, the so-called City Manager group, operates and propagates one kind of publicity. The organization councilmen create another type. The result is we have a publicity contest with the result that we shall get better government as time goes on."

"Already there is a question in the minds of the people contrasting the amount of publicity given city affairs and the lack of it in county affairs."

Contest Aims Problems
As to the contest, take the sewage disposal question. Now I am not going into the motives which I believe inspired the county attorney to take such a sudden interest in bathing beaches. Neither shall I dwell on the attitude of city officials who made the attempt to show that it was all a matter of politics.

The fact remains there was publicity—lots of it. The people found out more about sewage disposal for the county.

"I am in favor of county parks. People are beginning to sense the fact that the purchase price and the cost of maintenance of county parks will run up into the millions. The people already know that the citizens of Rochester pay upwards of 80 per cent. of every dollar paid to run the county. For every million the county spends on parks, the city taxpayers will pay \$800,000. Then, too, the city people realize they are paying for their own parks within the city limits."

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Five Promotions, Three New Men Provided Personnel for Prevention Plan

Personnel necessary for the fire prevention work that will be done by the Fire Bureau under a plan devised by City Manager Stephen E. Story and George J. Nier, commissioner of public safety was appointed yesterday.

Five members of the department were promoted, and three new fire men were named.

The plan provides for the relief of the battalion chief in each of the four districts of the city, of alternating periods, and the relief of the captain and lieutenant of each company for a thorough inspection of conditions in each area covered by a company, to acquaint the firemen with the situation and to advise property owners against hazard.

Appointments were made by Commissioner Nier, and in each case the eligible heading the Civil Service list was selected. Commissioner Nier said that the policy of the administration is to appoint the men from the list, without regard to political aspects, and that there will be no deviation from this course.

Frank V. Gallagher, 130 Bradbury Street, was appointed to battalion chief from captain; William J. Sweeney, 14 Melrose Street, and William M. Koepplin, 393 Hazelwood Terrace, to captain from lieutenant; Alfred T. Homan, 257 Lexington Avenue, Vincent J. McNulty, 96 Sawyer Street, and Emmett V. Connaughton, 790 Flower City Park, to lieutenants, and Frank Wunder, 900 North Street, William B. Westcott, 58 Dalkeith Road, and Leonard Sass, 1329 North Street, were appointed firemen.

All appointments are effective on April 1. The salary of battalion chief is \$3,100; captain, \$2,600; lieutenant, \$2,400. Firemen receive \$2,100 a year.

City and Environs Would Be Included As Unit in District

Agitation For New Plan Started Again With Proposal to Abolish Town and Water Commissions—Law Now Before the Legislature.

By Alice E. K. Wood
With the proposed abolition of special town and water district commissions talk is reviving in Rochester about the creation of a metropolitan sewer and water district which would include the city and its surrounding territory.

Sewage and water developments, the present law they petition the town boards for creation of such a district. The latter body appoints the commissioners who have charge of making the improvement program and spending the money. The town boards issue the bonds and assess the cost on the district.

There is not only the problem of co-ordinating the work of the commissions, it was said today, but of taking care of the territory near the city boundary line. That is why the suggestion has been made to form a metropolitan water and sewer district such as many cities, notably Boston and Chicago, have.

One problem which the city has faced in some instances, for example, has been the planning of a sewer development for a section on the boundary line where the natural drainage area is outside the city limits. If the installation were as large as it should be to care for the outside district the assessment on the property owners in the city is so large that they object to paying it. If the construction is only large enough for the immediate section concerned, much of the construction has to be done again when the outside section is taken in the city.

Funds Of Towns
In these three large towns last year the water district commissioners handled \$453,756 and the sewer commissioners \$129,901.

If 51 per cent. of the property owners of a given section want sewer or water installations under the present law they petition the town boards for creation of such a district. The latter body appoints the commissioners who have charge of making the improvement program and spending the money. The town boards issue the bonds and assess the cost on the district.

The importance of simplification and centralization of water and sewer improvements in the towns was emphasized at the town board meeting. Large cities are believed to be in line for a large growth in the near future. A very definite population shift in New York State from cities to suburban districts has developed, it was pointed out.

At the same time, assistance came from Councilman Harry C. Goodwin that he will continue his fight for Broad Street extension. In a statement today he criticized fellow-councilmen who voted Monday for drawing up an ordinance on widening of Main Street West, and yet "couldn't see their way clear to vote for Broad Street."

Adopted in City Plan
The Broad Street extension project was adopted into the city plan at a meeting of the City Planning Commission yesterday. It would remove a bad "Z" turn from one street to the other, which now tends to drive traffic into other channels.

Extension of Cumberland Street from Franklin Avenue North to Franklin Street also was added to the city plan. The commission authorized presentation of an assessment program for this improvement to the City Council next Monday night.

The City Planning Commission may have the advice of an expert on the program being worked out by Harold W. Baker, commissioner of public works, and municipal engineers.

It became known today that Herbert Earlholme, head of the St. Louis

These projects now are rapidly being sifted into a definite picture and the property owners can look with a degree of certainty to the reaching of their improvement at a definite time. The importance of this work cannot be exaggerated, said Mr. Story, who lauded the zealous and enthusiastic manner in which the citizen groups have applied themselves to solving the public problems.

It is regarded as fairly certain that these steps in the development of a city plan are certain to be taken.

First—Completion of the city plan covering municipal projects for five years with contingent commitment to improvements spread over a longer period, yet with sufficient elasticity to provide for alterations that time may dictate.

Second—Formulation of a financial program to pay for these improvements as the city's resources permit and in accordance with the best financial practices, and with the least inconvenience and burden to taxpayers.

Third—Complete checking of the city plan by a nationally known city planner, with the purpose of bringing to the Rochester situation the viewpoint and accomplishments of other municipalities.

Fourth—The inauguration of a competition, world-wide in scope, to determine how best the Genesee river can be utilized as a civic center for Rochester.

Fifth—Actual start on the civic center, with its new city hall, central library, municipal auditorium and other structures.

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George Eastman has not relinquished his interest in the civic center project. It has been made known to the city officials. It is not to be unexpected that before the close of this year there will be announcement of a world-wide competition for the river development with a prize of \$100,000 offered for the best plan. Such a contest would attract world-wide attention to Rochester and a means of financing it, other than by the expenditure of public funds, is expected will be found.

Mr. Eastman after he returned from Africa proposed to the Automobile Club of Rochester that such a contest be held and his suggestion was unanimously endorsed by that club, with 2,300 members. It is expected that at the opportune time other civic organizations will lend their influence to the program.

Working in association with Commissioner Baker in the preparation of much of the technical and engineering data is Edwin A. Fisher, former city engineer. Numerous improvement projects have been

laid before Mr. Story with information obtained from a wide variety of constructive aspects. It is from this maze of information, suggestions, ideas and technical records that the planning and finance agencies are formulating the plan.

The financial problems are being approached from data compiled by Comptroller Clarence E. Higgins.

The immediate responsibility for the formulation of the city plan, insofar as the citizen's group is concerned, is vested with the City Planning Advisory Board of which J. Foster Warner is chairman and the other members are Edward G. Miner, Howard C. Rupert, Frank Frey and John Freuler, Mr. Warner and Mr. Frey are architects.

Co-operating with the City Planning Advisory Board is the City Zoning Advisory Board made up of A. A. Hopeman, chairman; Frank Frey, Howard C. Rupert, Clarence Livingston and Charles H. Carpenter, and again architects and builders are in the predominance.

The Finance Program Committee which is studying the financial aspects of the plan, for the ability to finance is of paramount importance, is made up of George H. Clune, chairman, Kendall B. Castie, Edward H. Halberst, Leroy A. Snyder and Raymond N. Ball.

The study of the harbor development is treated as a separate project within the scope of the entire plan and this is being studied by a commission including Captain William J. Graham, Libanus M. Todd, Moss Mosely, Harry C. Stevenson and Frank H. Macy.

Mr. Story said that all of the men bring to the study of the municipal problems a special training and judgment and from this "wealth of experience a most laudatory result is certain."

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Purchase of 25 More Voting Machines Voted by Council

The purchase of 25 additional voting machines, at a cost of approximately \$10,000 each, was authorized by the City Council last night following a favorable report by Vice Mayor Adler in behalf of the Law Committee. The purchase of the additional machines was approved as the consequence of a communication from E. A. Nichols, commissioner of elections, to the effect that the increase in the voting population of the city compelled the purchase of the additional machines.

BUS PERMITS FOR ALL CITY ROUTES ASKED

Would Permit Supplemental Street Car Service, Bus Firm Petition Says

A petition for authorization to operate bus lines in any or all streets in Rochester was submitted to the city council last evening by James F. Hamilton, president. The petition was referred by Mayor Wilson to the Public Utilities Committee of which Councilman Harry C. Goodwin is chairman.

The authorization is sought to permit the operation of buses as supplemental service to electric lines as public necessity and convenience requires. It will enable such lines as the Ridge Road buses and other buses to select such routes to the center of the city as are best suited to the public as demonstrated from experience and directed by Charles R. Barnes, commissioner of railways. It will enable the company to make such operation as will improve the present surface system, it was explained.

The petition of Mr. Hamilton is as follows:

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Councilman Goodwin asked what became of the second part of Commissioner Nichols' communication in which he stated that certain sections of the local election law were impracticable. Mr. Adler said that a conference was held with the City Clerk Thomas Deputy Corporation Counsel, Charles Dalton, and the various proposition discussed.

A committee made up of Mr. Gelsner and Mr. Dalton will study the law and such changes as are deemed able to the Law Committee is waiting on the Vice-Mayor Adler asserted.

TROLLEY FIRM PLANS \$156,000 FOR 15 BUSES

Service Extension Slated; More One-man Cars Listed on Unprofitable Lines

The budget of the Rochester lines of the New York State Railways provides for an expenditure this year of \$156,000 for 15 new buses, according to an announcement made yesterday by James F. Hamilton, president, following a conference with Charles R. Barnes, commissioner of railways. The company also plans to remodel two buses at a cost of \$2,000.

The purchase of the buses will provide for an extension of service in Rochester. The company also plans the reconstruction of 45 cars to the one-man type of operation at a cost of \$36,000. These cars will be used to effect economies on unprofitable lines, and as a means of giving more frequent service under a lower cost of operation, it was pointed out by Mr. Hamilton. Recommendation that economies made possible by one-man car operation be employed was made by Commissioner Barnes in his last annual report as a means of meeting competition from increased use of automobiles, and the paying tax obligation, and the company must pay.

Mr. Hamilton said that the company will be required to expend about \$175,000 this year for street repairs and construction and that operation expenses for Rochester total \$335,515, this year is estimated at \$3,335,515, the total \$330,000 in Rochester. Operation expenses in Rochester, Syracuse and Utica total \$6,805,595, and capital expenditure for paving and remodeling of equipment is estimated at \$736,228, and the company will pay about \$600,000 in taxes, Mr. Hamilton pointed out.

CITY HELPED BY PUBLICITY OF AFFAIRS

Says Goodwin to Engineers, Citing Problems Settled to Public Satisfaction

COUNTY MAY HAVE PLAN

Deals to Manager, Believes

Since 1922, a safe internal and external anti-rust treatment has been used on the cars of the Rochester Trolley Company. The cars are now in excellent condition and the company is satisfied with the results.

The contest over non-partisan elections wherein the county organization fought the city officials, even going to the extent of getting measures passed by the legislature to prevent Rochester having what it wanted, brought publicity that sold non-partisan, or at least bi-partisan, elections to the city.

"One of the first acts of the Council was to call for an audit of all city departments. Irregularities were uncovered. The publicity that followed caused many to pause and that very hesitation saved the city thousands of dollars. The results have been so satisfactory that the city will now have complete semi-annual audits.

Audit Sentiment Growing

"There is now a growing sentiment in favor of an audit of all departments of the county government. The people want to know. They know salaries have been increased. They know many offices have been created. The sentiment is rapidly growing into a demand and if the Board of Supervisors refuses to authorize an audit, the organization will have to explain why an audit isn't as good a thing for county government as it is for city government.

"While I am not making any specified criticism of the county government—except in its failure to have an audit made, and that is a suggestion rather than a criticism—I am inclined to feel that more publicity will give us better county government. I am not making any specified criticism of the county government—except in its failure to have an audit made, and that is a suggestion rather than a criticism—I am inclined to feel that more publicity will give us better county government.

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Agitation For New Plan Started Again With Proposal to Abolish Town and Water Commissions—Law Now Before the Legislature.

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Funds Of Towns

In these three large towns last year the water district commissioners handled \$453,756 and the sewer commissioners \$129,901. If 51 per cent of the property owners of a given section want sewer or water installations under

Lines Cross Boundary

There are several sections where the sewer lines cross the city boundary such as one where Brighton District 2 takes sewage from the Highland section. Now plans are being discussed for taking sewage from Brighton District 3 in Monroe Avenue through the city lines on Highland Avenue back to Brighton 2 for disposal. A good deal the same thing is done several times where Irondequoit and Greece touch the city boundaries.

The importance of simplification and centralization of water and sewer improvements in the towns was emphasized as the towns bordering large cities are believed to be in line for a large growth in the near future. A very definite population shift in New York State from cities to suburban districts has developed, it was pointed out.

CITY-MANAGER-LABOR UNION CONTROVERSY IN COURT

Controversy between the city and the Painters' Union over City Manager Story's refusal to pay the prevailing union wage rates to laborers employed in painting work was before the Appellate Division of Supreme Court today. The union claims the city manager is violating Section 229 of the Labor Law.

Edward Decker, No. 558 Seward Street, who started the suit to compel the city manager to pay union wages to men the city calls "maintenance men," is appealing from an alternative writ of mandamus, granted by Supreme Court Justice Taylor last Summer.

Decker sought a writ compelling the city to pay the prevailing wage rate, \$1.15 an hour, set by Comptroller Wilson in December, 1927, before the city manager came into office.

In his order denying a peremptory writ, but granting an alternative writ of mandamus, Justice Taylor held the issues raised should be submitted to a jury for decision. The peremptory writ was sought by the union, claiming that the city manager was violating the law by paying less than 65 cents an hour. The city holds that the men employed to do the work were "handy men" and do not come under the provisions of the law claimed to be violated.

OUTLINE OF FIRST STEP IN PROGRAM IN PREPARATION

How City Plan Will Develop

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Working in association with Commissioner Baker in the preparation of the plan, the city engineer, numerous projects have been

Proposal Made For Through Traffic On Troup-Clifton Sts.

Extension of Cumberland Street From Clinton Avenue North to Franklin Street Also Is Embraced in the Plan Favored by Commission.

Possibility of another artery for traffic parallel to Main Street as a link in the city plan became apparent today in a proposition to make Troup and Clifton streets a through lane by straightening their intersection with Prospect Street.

The proposal is that the city purchase the property at the north-east corner of Clifton and Prospect streets, and the property opposite it at the corner of Prospect and Troup streets. These two abutting corners could then be lopped off, to join two streets by an easy turn into a continuous thoroughfare from Genesee to Exchange Street.

At the same time, assurance came from Councilman Harry C. Goodwin that he will continue his fight for Broad Street extension. In a statement today he criticized fellow-councilmen who voted Monday for drawing up an ordinance on widening of Main Street West, and yet "couldn't see their way clear to vote for Broad Street."

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It became known today Herbert Bartholomew, head of the St. Louis

laid before Mr. Story with information obtained from a wide variety of constructive aspects. It is from this maze of information, suggestions, ideas and technical records that the planning and finance agencies are formulating the plan.

The financial problems are being approached from data compiled by Comptroller Clarence E. Higgins. The immediate responsibility for the formulation of the city plan, insofar as the citizen's group is concerned, is vested with the City Planning Advisory Board of which J. Foster Warner is chairman and the other members are Edward G. Miner, Howard C. Rupert, Frank Frey and John Fullender. Mr. Warner and Mr. Frey are architects.

Co-operating with the City Planning Advisory Board is the City Zoning Advisory Board made up of A. A. Hopmann, chairman; Frank Frey, Howard C. Rupert, Clarence Livingston and Charles H. Carpenter, and again architects and builders are in the predominance.

The Finance Program Committee which is studying the financial aspects of the plan, for the ability to finance is of paramount importance, is made up of George H. Chubb, chairman, Kendall B. Castle, Edward H. Halbleib, Leroy A. Snyder and Raymond N. Ball.

The study of the harbor development is treated as a separate project within the scope of the entire plan and this is being studied by a commission including Captain William J. Graham, Libanus M. Todd, Moss Mosely, Harry C. Stevenson and Frank H. Macy.

Mr. Story said that all of the men bring to the study of the municipal problems a special training and judgment and from this "wealth of experience a most laudatory result is certain."

"We are making excellent progress," said Mr. Story. "Definite announcements will be made within a comparative brief period."

[illegible]

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It is regarded as fairly certain

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the West Main Street res
We are at least consistent.

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Their grievance was in connection with the 10-foot setback of the building line between Broad and York Streets, provided for in an ordinance of 1923. They wanted the city to stand any damage done to their property in setting back the line.

It was complained that property values on Main Street West, within a half mile of the so-called financial center, are less than in the Union Street district, twice that distance away. This they ascribed to a "black eye" which they said Main Street West has been given, and to the excess of coal dust, so that realtors do not recommend the district to buyers.

"The widening of the roadway already accomplished," one spokesman said, "not only did not give us any benefit in increased property value, but on the contrary hurt our business by giving us narrow sidewalks."

"The property owners are in such a condition that, if any material assessment is placed on them for the improvement, it will be a serious thing," the spokesman averred. The proposed improvement of Plymouth Avenue South with a 50-foot concrete thoroughfare was discussed at a hearing of property owners before the local improvement committee of the council yesterday afternoon. Councilman Nelson A. Milne, chairman of the committee, said today that ordinance will probably come to a vote next Monday.

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Property Owners Express Opinions to Councilmen for Report Monday

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New Schedules to Go Into Effect on June 1 Necessitate Improvements, Says Chief Pilot of Colonial Western—Lights Are Held to Be Essential.

Buffalo—Improvements at the Rochester airport are necessary before the city can profit by the planned developments in air transport of passengers and mail, according to W. Heath Proctor, chief pilot for the Colonial Western Airways, in charge of operations in this district.

New schedules for mail flying at night and the transport of passengers in tri-motored planes, according to Mr. Proctor, will become effective June 1, and Rochester will not benefit by them unless changes are made.

Regarding conditions at the Rochester airport, Mr. Proctor issued this statement, copy of which he said, was in the hands of proper Rochester officials:

While this airport has been unable for our operations in the past it will be entirely inadequate for a big operation. Upon the completion of the lighting of the C. A. M. 20 airway, it is certainly inevitable that the mail schedule will be so revised that additional facilities will be necessary. The bulk of the mail will be carried at night, and the daylight schedule will be primarily passenger schedules operated with large tri-motored planes.

The Department of Commerce assures us this schedule will be in operation not later than June 1. The Rochester airport is not suitable for the new schedule, and the landing of tri-motored planes carrying passengers, and of night flying ships carrying mail will not be permitted until certain improvements have been made. The following improvements should be made:

1. Runway A should be lengthened to 2,500 feet.
2. Runway C should be lengthened to 2,500 feet.

As to runway construction, Rochester needs no advice. The construction of the present runways is certainly beyond criticism.

At present there are some very bad pieces of ground within the area enclosed by the border lights, as shown by the plat dated October, 1928. Such a condition is inadvisable and dangerous.

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MONROE JOINS IN ULTIMATUM LAID DOWN TO KNIGHT

Acts with Erie and Westchester to Demand Larger Share of Tax Proceeds for Populous Counties

REVISION TO SUIT THEM MAY BE UPSHOT OF THEIR REVOLT

Albany, March 21—Six Senators from Monroe, Westchester and Erie counties today stood together in notifying Republican legislative leaders that there would be nothing doing on gasoline tax measures now pending. Unless the Hewitt-Pratt gasoline tax bill, tagged as the Republican measure, is amended to give their counties a better "break" on the proceeds, they propose to vote against it and so bring about its defeat.

PORT BILL IS BLOCKED

No Gas Tax, No Levy for City Party Heads Tell Slater; Cilano Wins Victory

Albany Bureau, Democrat and Chronicle.

Albany, March 21—The Senate Finance Committee today reported favorably on Senator Cosmo A. Cilano's bill giving the courts discretionary power to make awards for experts' services in condemnation cases. The bill, which has aroused considerable controversy, now goes on order of passage in the upper house.

Under the present law, when an award is made in a condemnation case greater than the original offering power, the court is authorized to allow 5 per cent. on the whole sum awarded to the person whose property is being taken, such award being for payment of expert witnesses retained by the property owner.

Port Bill "Locked Up"

Senator Cilano points out that experts make very high charges and where the claim is small, in particular, the property owner is forced to spend much more than he gets back. His bill would give the presiding judge the power to allow a sum sufficient to pay for expert witnesses retained by the property holder. Such power would be given, however, only when the award made is greater than the original offer of the condemning power.

Assemblyman Arthur T. Pammenter today succeeded in getting from the rules committee his Monroe County Port Authority Bill and was passed without debate. It appropriates \$5,000. The bill is held in finance committee in the Senate, with little hope of getting it out unless the Monroe Senators forego their opposition to the Republican leaders' gasoline tax plans. After the bill passed the Assembly this morning, Senator Slater approached Senator Charles J. Hewitt, chairman of the Finance Committee, and inquired as to his bill.

Hewitt asked where the money was coming from if there was to be no gasoline tax, and the matter rested there temporarily.

Arterial Highways Favored

Improvements Needed at Airport Cited in Pilot's Letter to Baker

Public Works Commissioner to Wait Official Notice from Colonial-Western Before Advising Council; More Land, Longer Runways, Lights Mentioned

Various improvements thought necessary to the Rochester airport are outlined in a statement by W. Heath Proctor, chief pilot of the Colonial Western Airways, with headquarters in Buffalo. Mr. Proctor is in charge of the operations in this district for the airways and a copy of his statement has been furnished Harold W. Baker, commissioner of public works.

Commissioner Baker said that he had written to the officials of the company for a formal statement of their requirements. He said that he could not carry to the City Council an informal statement from one of the employees of the airways, and that a statement from a responsible official would be necessary.

"Our airport has been adequate so far to take care of all air traffic making connections here," said Commissioner Baker. "Any additional improvements we might make would depend entirely on what the Colonial Western Airways intend to do. If it would warrant such improvement."

Commissioner Baker said that he has a communication regarding the actual use of the airport by the airways he would turn over to City Manager Story for submission to the Council. The statement of Mr. Proctor follows:

While this airport has been usable for our operations in the past it is entirely inadequate for a big operation. Upon the completion of the lighting of the C. A. M. 20 airway, it is certainly inevitable that the mail schedule will be so revised that additional facilities will be necessary. The bulk of the mail will be carried at night, and the daylight schedule will be primarily passenger schedules operated with large tri-motored planes.

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RAITT FAVORS BIGGER SCHOOL PLAYING SPACE

More Acreage Needed Around Buildings, Park Director Tells Real Estate Men

In a speech before the Rochester Real Estate Board yesterday at the Powers Hotel Charles B. Raitt, director of parks, outlined various ideas he has for the improvement of the recreational system of Rochester. Mr. Raitt reiterated various statements he made in public addresses before other civic bodies and divided his talk into two parts, the immediate requirements, and second, possibilities under a program extended for 30 years.

He pointed especially to the need of neighborhood parks and their influence in the recreational features of the city, as well as in increasing real estate values in the various communities. He spoke of the co-operation that might develop between the city and the Board of Education in conjunction with the establishment of recreational centers around schools and said there would be a larger acreage around the schools for this purpose, suggesting in future sites five acres for elementary schools, ten acres for junior high schools and from 15 to 20 acres for senior high schools.

Mr. Raitt said that Rochester's greatest recreational asset is its lakefront frontage and suggested means for developing it, including construction of a new bath house at Ontario Beach Park, which he considered as one of the finest municipal bathing beaches in the city.

FIREMEN HERE JUDGED BEST SUPERVISOR, COUNCILMAN LOCK HORNS

Rochester's system of training firemen will be followed by all the cities of the state having membership in the New York State Mayors' Conference, according to an announcement from Albany today.

The New York State Association of Fire Chiefs will send twenty-four members to Rochester to study the local system, according to the announcement.

The association is to divide the state into twelve zones, with each zone to send two men for intensive training between April 1 and April 15. The instructions will be imparted here by Chief Alexander Sutherland, in charge of the training school at Hos No. 5 in Genesee Street, and will consist of a course of thirteen lessons over a many days.

This decision by the New York State chiefs, Safety Commissioner said, was based on an opinion of the State Mayors' Conference that Rochester had the best trained firemen in the state.

EXPERT FINES DRIVING PARK BRIDGE STRONG

New York Engineer's Report Supplements Another Also Declaring Span Safe

A report received yesterday by Harold W. Baker, commissioner of public works, from Frank D. McKibben, New York engineer, states that the Driving Park Avenue bridge is safe for any existing vehicular load. Commissioner Baker has two different bridge experts of recognized ability make independent investigations to safeguard the public. The report made by Mr. McKibben, who made a complete examination of the structure, was that "I find the structure safe. The main trusses and arches are safe. Any vibrations, while unpleasant, are not dangerous."

Mr. McKibben's report supplements one by E. H. Pacy, Pittsburgh engineer, who made two complete examinations of the bridge in the last four years and declared on each occasion that the structure is safe.

Mr. Pacy examined every intersection, panel, point and rivet of the bridge and he made recommendations for strengthening, which we carried out," said Commissioner Baker. "Mr. McKibben's inspection followed our work so we have made doubly sure of the safety of the bridge."

The Driving Park Avenue bridge was erected in 1891 and is of wrought iron, with three hinged arches. It is 428 feet long and is 212 feet above the river.

The statement that there could be a county audit, made a member of the City Council, was either made through a misunderstanding or a malicious desire to besmirch innocent men and women.

Manager Story contends the men were employed as "handy men" and did not come under the provisions of the labor law claimed to have been violated. The city also attacks the constitutionality of the law, holding that its prevailing rate clause applies only to employees of a contractor engaged on public work.

Deputy Corporation Counsel George B. Draper argued for the city. William DeGraff and John D. Sullivan appeared for Decker.

Wants Complete Audit Mr. Goodwin in reply last night said:

"In the first place I doubt whether Mr. Lawrence ever saw the statement credited to him. I make this assumption because the first statement question was prepared and published when Mr. Lawrence was ill in bed. In what I have to say, therefore, I am not holding Mr. Lawrence responsible for the man who prepared the statement."

"Now there are audits and audits. There is a balance sheet audit which is a mere, perfunctory check from the balance sheet. Then there is the complete audit like the one made by the city last year. Now the county audits are balance-sheet audits in which the auditors do just what they are paid to do, simply check the balance sheets. The auditors understand, do their full duty. There is no criticism of them. The city had balance-sheet audits for years and during that time a city employee got away with thousands of dollars. The complete audit uncovered the peculation. Another employee confessed to getting away with two or three thousand. The complete audit indicated \$9,000. He is now serving sentence."

"Let Mr. Lawrence meet me, with my attorney and a certified accountant at the rooms of the Board of Supervisors Tuesday morning and there produce for inspection the annual audit which the statement credited to Mr. Lawrence says is made and published annually. Let him also give in detail how much time the auditing committee of the board spent on auditing accounts. Let him also show the state comptroller's report. Let him also show any special audit of any department that has been made during the last six months and by whom."

"I am thankful for the statement credited to Mr. Lawrence. It will force the Board of Supervisors to make a complete audit, the same kind made by the city last year and authorized for every six months."

"The most interesting thing about the statement credited to Mr. Lawrence is the reference to 'a member of the City Council.' I didn't make any statement as city councilman. I made it as an individual. As a member of the City Council I am not, like Mr. Cuff, using my office to criticize county affairs as he uses his office to accuse the city. As an individual I should stand by what I have said. The Board of Supervisors has never, to my knowledge, called for or authorized a complete audit. Until such complete audit is made and published, the statement credited to Mr. Lawrence is without weight."

"I'll be at the Court House Tuesday morning at 10 o'clock."

Audit Made Annually

In his statement, which follows, Supervisor Lawrence declares that Mr. Goodwin's attack was caused "either by ignorance or a desire to besmirch innocent men and women."

The public press the other day carried a statement by a member of the Rochester City Council which I feel was so unfair, such a serious reflection upon the honesty of so many people employed in county office, that it requires some public explanation. It was stated that there is now a growing sentiment in favor of an audit of all departments of the county government. "The speaker then added, 'It is not an idle suggestion, neither is it new because I think there is anything wrong.' But the people want to know."

On behalf of the Monroe County Board of Supervisors and the department heads of our county government I wish to say that an audit is made annually by the Wilson & Hey Company of this city, and the funds of every department handling finances are carefully examined. The accounts of every department are closely checked each month by the auditing committee of the Board of Supervisors. The state comptroller's department examines county department finances with regularity and in addition special audits are being constantly made by new officials upon taking office. I can hardly imagine more vigilance could be exercised over our county departments.

The statement that there could be a county audit, made a member of the City Council, was either made through a misunderstanding or a malicious desire to besmirch innocent men and women. I cannot believe that any man of intelligence and honest means would so grossly and maliciously attack a man who has served the county so long and so faithfully.

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Baker Requests Colonial To Explain Its Program And What Airport Needs

A request to officials of the Colonial Western Airways for a definite statement of what they intend to do and exactly when they plan to do it, has been communicated by Harold W. Baker, commissioner of public works.

In receipt of a letter from the chief pilot calling attention to needs of the local airport, Mr. Baker said, "I cannot carry an unofficial statement, from one of their employees rather than an official, to the City Council, and ask for a large appropriation on the strength of it."

If an officer of the company will furnish him with details of its plans, he said, he will refer the statement immediately to the council for action.

"Our airport has been adequate so far to take care of all air traffic making connections here. Any additional improvements we might make would depend entirely on what the Colonial Western Airways intend to do, and if it would warrant such improvement."

He said he could not tell, until he hears from that company, just what improvements will be needed, if any, nor how much money would be needed, except that it would be "a sizable amount."

The ordinance provides for the car tracks being placed in the center of the street. The New York State Railways is prepared to contest this move because of the expense to the company of \$300,000. It is claimed that the franchise and rights obtained by the company does not enable the Council to dictate the location of the tracks. The matter will be taken to the courts. It has been announced, and in the event of an adverse decision it is said that the company is prepared to abandon the surface lines and give bus service.

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Acts with Erie and Westchester to Share of Tax Pro-pulous Counties

DRY OBEDIENCE SKEETS REARHOOF TOWS TOSOL TON

Continued from Page One

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Senator Charles J. Mastick of Westchester, Fred J. Slater of Monroe, and Charles A. Freilberg of Erie, combined with Senators Schenck, Kleinfeld and Buckley, the three Democrats, can outvote the Republican Senators, and they, with the three Democrats, constitute a majority of that committee.

Others in Revolt

Besides Senators Slater, Mastick and Freilberg, Cosmo A. Cilano of Monroe, Walter W. Westfall of Westchester and William J. Hickey of Erie are in the coalition group opposing the Hewitt-Pratt bill. They have demanded that the Hewitt-Pratt bill be amended so that the distribution of the gas money be on some other basis than highway mileage as the Senate. Their final word to Senator John Knight, leader pro tem of the Senate, and his chief counsel, Senator Charles J. Hewitt, chairman of the Finance Committee, was: "Either make provision for our counties or give up your gasoline tax plan."

The six senators waited all day to hear from Senator Knight, but they got no word. Senator Mastick said: "It's their move; we've had our say."

Machold May Act

The insubordinate Republicans had no new propositions to offer today. They expect Senators Knight and Hewitt will have word from H. E. Machold, chairman of the Republican State Committee, over the week end with instructions to amend the bill in certain respects, and they await that contingency. Whatever action is taken will have to be taken soon, for Senator Knight announced today that the Legislature proposes to adjourn next Thursday.

Senator Cilano and his conferees express no fear that the threat to pass the Governor's gasoline tax bill will be carried out. But even if enough Republicans should combine with the Democrats to push that bill, it would not alter the case so far as the three counties are concerned.

"Take Monroe," said Senator Cilano. "The Auto Club, the Chamber of Commerce, Board of Supervisors and a dozen other organizations all are against the Hewitt-Pratt bill. If a vote were taken, it undoubtedly would be overwhelmingly against the Hewitt-Pratt bill in my county. I am down here to represent the people of Monroe county and so I can see nothing to do but oppose the Hewitt-Pratt bill in its present form."

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FIREMEN HERE JUDGED BEST SUPERVISOR, COUNCILMAN LOCK HORNS

Malicious, Says Lawrence, Referring to Goodwin's County Audit Demand

CHALLENGE IS HURLED

City Official Dares County Solon To Disclose Before Lawyer Extent of Check

Broadsides regarding the county's audit of its records were directed at each other yesterday by Dayton T. Lawrence, of Webster, chairman of the Board of Supervisors, and Councilman Harry C. Goodwin.

In a recent speech Councilman Goodwin suggested that the county audit its books along lines recently done by the city under the administration of City Manager Stephen B. Story and which resulted in the exposure of a number of irregularities of a number of years standing.

Supervisor Lawrence yesterday morning answered this challenge by Councilman Goodwin with the statement that the county makes a complete audit of its records and characterized the councilman's suggestion as one that is malicious or ignorance. This charge was made in the morning, but Mr. Goodwin last evening reiterated his statement claiming that there is sharp contrast between a genuine audit and perfunctory accounting. He intimated that somebody other than Supervisor Lawrence prepared the statement that was given out in the chairman's name.

Audit Made Annually

In his statement, which follows, Supervisor Lawrence declares that Mr. Goodwin's attack was caused "either by ignorance or a desire to besmirch innocent men and women."

"The public press the other day carried a statement by a member of the Rochester City Council which I feel was so unfair, such a serious reflection upon the honesty of so many people employed in county offices, that it requires some public explanation. It was stated that, there is now a growing sentiment in favor of an audit of all departments of the county government. 'The speaker then added, 'This isn't an idle suggestion, neither is it unwarranted. I think there is something wrong. But the people want to know.'"

On behalf of the Monroe County Board of Supervisors and the department heads of our county government I wish to say that an audit is made annually by the Wilson & Hery Company of this city, and the funds of every department handled by the county are carefully examined. The accounts of every department are closely checked each month by the auditing committees of the Board of Supervisors. The state comptroller's department examines county department finances with authority, and in addition special audits are being constantly made by new officials upon taking office. I can hardly imagine more vigilance could be exercised over our county departments.

The statement that there ought to be a county audit, made by a member of the City Council was either made through ignorance or through a malicious desire to besmirch innocent men and women. I cannot believe that such a statement could be made by a person in the ranks of intelligent and honest men, but such a grossly unfair imputation should not pass unchallenged.

Manager Story contends the men were employed as "handy men" and did not come under the provisions of the labor law claimed to have been violated. The city also attacks the constitutionality of the law, holding that its prevailing rate clause applies only to employees of a contractor engaged on public work.

Deputy Corporation Counsel, George B. Draper argued for the city. William DeGraff and John D. Sullivan appeared for Decker.

Arguments were heard yesterday by the Appellate Division, fourth department, on the appeal of Edward Decker, business agent of the Painters' Union, from the order of Justice Marshall N. Taylor, entered last Fall, denying the application of the union for a peremptory writ of mandamus compelling the city to pay the "prevailing rate of wages" to certain city employees.

Wants Complete Audit

Mr. Goodwin in reply last night said:

"In the first place I doubt whether Mr. Lawrence ever saw the statement credited to him. I make this assumption because the first statement about a year ago on this sewage question was prepared and published when Mr. Lawrence was ill in bed. In what I have to say, therefore, I am not holding Mr. Lawrence responsible but the man who prepared the statement."

"Now there are audits and audits. There is a balance sheet audit which is a mere, perfunctory check from the balance sheet. Then there is the complete audit like the one made by the city last year. Now the county audits are balance-sheet audits in which the auditors do just what they are asked to do, simply check the balance sheets. The auditors, understand, do their full duty. There is no criticism of them. The city had balance-sheet audits for years and during that time a city employee got away with thousands of dollars. The complete audit uncovered the peculations. Another employee confessed to getting away with two or three thousand. The complete audit indicated \$9,000. He is now serving sentence."

"Let Mr. Lawrence meet me, with my attorney and a certified accountant at the rooms of the Board of Supervisors. Tuesday morning and there produce for inspection the annual audit which the statement credited to Mr. Lawrence says is made and published annually. Let him also give in detail how much time the auditing committee of the board spent on auditing accounts. Let him also show the state comptroller's report. Let him also show any special audit of any department that has been made during the last six months and by whom."

"I am thankful for the statement credited to Mr. Lawrence. It will force the Board of Supervisor to make a complete audit, the same kind made by the city last year and authorized for every six months."

"The most interesting thing about the statement credited to Mr. Lawrence is the reference to a 'member of the City Council.' I didn't make any statement as city councilman. I made it as an individual. As a member of the City Council I am not, like Mr. Cuff, using my office to criticize county affairs as he uses his office to accuse the city. As an individual I should stand by what I have said. The Board of Supervisors has never, to my knowledge, called for or authorized a complete audit. Until such complete audit is made and published, the statement credited to Mr. Lawrence is without weight."

"I'll be at the Court House Tuesday morning at 10 o'clock."

PLYMOUTH PAVING VOTED WITH TRACKS IN CENTER; CLIFTON LINK APPROVED

No Opposition Offered When Council Orders 50-Foot Concrete

RAILWAYS' FIGHT REPORTED ENDED

Construction Will Be Pressed to Furnish

Entrance to City

After discussion of more than five years by property owners in Plymouth Avenue South, an agree-

ment was reached regarding the improvement, and last evening the City Council by unanimous vote passed the ordinance providing for a 50-foot concrete pavement from the Pennsylvania Railroad crossing

near Clarissa Street, to Barton Street, at a cost estimated by Harold W. Baker, commissioner of public works, at \$255,000. Under the ordinance the city will pay for the pavement in excess of 26 feet. The balance be charged to the abutting property owners.

Mayor Joseph C. Wilson has been instrumental in bringing the property owners together during the long period of discussion in an effort to effect an agreement and participating with him were Councilman Chester A. Penke of the South district, where the improvement is being made.

Stephen B. Story. There was objections raised from time to time, relating to removal of trees, width of pavement and location of car tracks, but all have been reconciled through activity of city officials and when Mayor Wilson called for delegations at the public hearing.

Car Tracks in Center

Upon the favorable report of the public Utilities Committee, of which councilman Harry C. Goodwin is chairman, and the Local Improvements Committee of which Councilman Nelson A. Miles is chair-

both committees, the council accepted unanimously an ordinance directing the car tracks in the center of Plymouth Avenue. The estimated cost of this is \$50,000 to the New York State railroads. James F. Hamilton, president of the railroads, has

ly opposed the proposition to
the tracks in the center of
a street, contending that the
owners of the railways did not
want the expenditure and assert-
ed that it would be an unfair
burden on the car riders, who are
compelled to pay for the repaving
caused by the tracks.

he opposition was openly expressed and it was asserted that action would be instituted to prevent the city from compelling it to vacate because of certain private rights acquired by the railroad when the tracks were put on the side of the street, and of other in the same way.

tion, the franchise would be as it abandoned and busses operated by the people desired transportation facilities. For similar reasons the Automobile Club of Rochester has strongly advocated the improvement.

With the legal formalities out of the way Mr. Story said that the work will be pressed to an early completion. The street has reached such a state that it is avoided by virtually all vehicular traffic and is not economically worth repairing in any way, Mr. Story asserted. The pavement of concrete is one of the

first major improvements of this material within close proximity to the center of the city.

Property Owners Protest Peril City Street Plans

Demands of property owners for street widenings and extensions, with a stipulation that the city at large pay for them, threatens to defeat most of the major public improvements planned for the summer, city officials declared yesterday. Projected expenditures of \$2,000,000 are involved.

Extension of Broad Street appeared out of the question for this year, or until a city plan advocated it.

But other improvements, including the Cumberland Street extension, from Clinton North to Franklin Street, and widening Main Street West, between Broad and York Streets, were in danger of postponement.

PLYMOUTH PAVING UP
Widening and repaving of Plymouth Avenue was to be pushed, provided there was no contest by the New York State Railways over removing its tracks to the center of the street, and residents of the street tomorrow night before the City Council do not raise a great protest over the loss of trees and terraces in front of their homes.

Andrews Street was to be widened and repaved. This street alone promised to get favor without a strenuous protest to have the city at large bear all the cost.

Main Street West and Cumberland Street property owners made the greatest protests against paving for improvements which abutting property owners have demanded for several years.

WEST AVE. ORDINANCE READY
A new ordinance for widening Main Street West by removing ten feet from both sides was to be asked of the City Council with the abutting property owners to pay the cost.

An ordinance under which seven building fronts were lopped off is still on the books. The new ordinance would place considerable cost, less than half, on the city at large, city officials said.

The Cumberland Street extension provoked such heated controversy at a hearing on an assessment program, that all parties to it advocated

Park Director Inspecting Bath Houses at Places Near New York

Will Obtain Plans at Rye Beach and Tibbets Brook
if Possible as Means to Hasten Construction
of New Bath House at Ontario Beach Park

As the initial step in the development of the recreational facilities that are available to the people of Rochester through its lakefront parks, Charles B. Raitt, director of parks, left Friday evening for an inspection of bath houses at resorts near New York. He is expected back today.

The investigation is preliminary to the preparation of plans for a new bath house at Ontario Beach Park, the construction of which City Manager Stephen B. Story expects to bring about before the bathing season opens this year, and he asked Mr. Raitt to obtain if possible the plans for the bath houses at Rye Beach and Tibbets Brook, which are regarded as models in that type of construction, both in point of convenience for bathers and in economy of building costs. The plans would have Rochester considerable time and expense.

Plans for the development of the recreational features in all parks and playgrounds are being worked out by Mr. Story in conjunction with George J. Nier, commissioner of public safety, and Mr. Raitt. The program will extend over several years, and when completed it will present to the people of Rochester additional facilities for enjoying Rochester's park system, which horticulturally is regarded as second to none in the country, Mr. Story said. Buildings in parks that are antiquated and useless will be replaced by modern structures.

When the city acquired Ontario Beach Park nine years ago, it was planned to erect at that time a modern bath cottage and temporarily the old frame cottages in the park were used. For one reason or another the bath house was never erected and as a consequence the frame cottages, exposed to the weather and not designed for the purpose, have deteriorated to a point where Commissioner Nier said that it isn't economical even to put a coat of paint on them.

Councilman Harry C. Goodwin has urged the city administration to erect a new bath house and in asking for a resolution in the Council asking the city to make an investigation of the cost and to take steps to bring about the construction. The bathing beach at Ontario Beach Park is said to be one of the finest on inland waters in the United States, and on hot days thousands of people avail themselves of it, although the facilities

provided are declared by Mr. Goodwin to be "worse than nothing."

With plans for the sewage disposal of Rochester that will provide for the treatment of 97 per cent. of the waste, a percentage reached by only a handful of communities in the United States, being worked out under Harold W. Bager, commissioner of public works, through the authorization of an expenditure of \$225,000 by the City Council, the pollution in the Genesee river and Lake Ontario is expected to be completely eliminated and this it is felt will also help to attract many people to the bathing beaches at Ontario Beach Park and Durand-Eastman Park.

The various betterments in the park and recreational facilities that Mr. Story is endeavoring to work out in conjunction with Commissioner Nier and Mr. Raitt have for their purpose, he points out, the enhancement of public health and the prevention of juvenile delinquency. He declared that Rochester's parks and playgrounds should be complete as possible with recreational facilities for the purpose of attracting to them the people of the community and that is the objective of the program that is being formulated. Compared with the large investment that the city has in its parks and playground system, the expenditure required to improve the facilities will not be large yet the benefits derived by the community will be of immeasurable value, Mr. Story asserted. The program when approved by the City Council will be submitted to the City Council for approval.

"To many families the Rochester parks are the only source of recreation," said Mr. Story. "We plan to make them just as attractive from this viewpoint as they are horticulturally, yet the program will be consistent with economy and practical considerations."

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Goodwin Asks for Evidence of County Audit Since 1915

Will Be at Supervisors' Rooms Tomorrow
at 10 o'clock with Lawyer and Public
Accountant, Ready To Be Shown

Councilman Harry C. Goodwin will be at the rooms of the Board of Supervisors at 10 o'clock tomorrow morning, accompanied by J. Frank Dineen, his personal attorney, and G. Arthur Jackson, a certified public accountant, ready to be shown by Supervisor Dayton T. Lawrence, chairman of the board, where the county has provided for a complete audit of its accounts since 1915, with the exception of the county clerk's office, says the Councilman in a statement issued last night.

Mr. Goodwin in a speech stated that the county has not audited its funds, and Mr. Lawrence countered with a statement that the assertion by Mr. Goodwin is either malicious or ignorant. Mr. Goodwin answers with a statement in which he declares he stands on his charges, and will present himself tomorrow morning to be shown.

Refers to Law's Audit
He said that he wants to be shown why the county can't advertise for a complete audit and have it done, as did the city, which resorted to the disclosure of irregularities of several years standing. He points in this statement to the audit that John H. Law, county clerk, had when he took office and which resulted in the discharge of two employees, the reasons for which Mr. Goodwin says he does not know. He asks in his statement that the county officials tell him when the state comptroller's office made the last check on the county funds and records, and what it showed.

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City To Buy Property
at Troup Street and
Round Off Corners

RELIEF MEASURE
TO HELP TRAFFIC

Ordinance To Widen
Main Street West
Introduced

Purchase of property at the intersection of Clifton and Troup streets, with Prospect Street, to connect the two thoroughfares for the relief of traffic congestion in Main Street West, was approved by the City Council after Vice-Mayor Isaac Adair, chairman of the finance committee, read a favorable report by Councilman Chester A. Peake, who was former alderman of the Third Ward, and is familiar with traffic conditions in that section.

Will Round Off Corners
Clifton and Troup streets meet Prospect Street in close proximity. During the time that Main Street West was in bad state of repair, many motorists used this route to reach the west side of the city, including the 19th Ward, with approximately 60,000 persons living in the section.

Councilman Peake introduced legislation for the widening of Main Street West, 10 feet on each side. The ordinance parallels one that was introduced some years ago. The improvement is advocated by the property owners in Main Street West, who claim that the development of the entire west side of the city is hampered because of the narrow arteries leading to it, principally Main Street West.

Would Amend Set-Back Ordinance
Another ordinance introduced by Councilman Peake provides for the amendment of the ordinance establishing a set-back line in Main Street West. This provides for the distribution of the cost of several parcels of property acquired under the setback law. The cost will be charged to the city at large.

The ordinance for the widening of Main Street West and the amendment to the setback line were referred by Mayor Wilson to the local improvements committee, and hearings will be conducted. The matter of the widening of Main Street West has been hanging fire in official circles for as long as Plymouth Avenue improvement, and City Manager Story, Councilman Peake, Mayor Wilson, and other members of the Council have been endeavoring to reach an agreement that looks like the best interest of the city at large and the abutting property owners. The matter was discussed at a conference conducted by Mr. Story, in which Councilman Nelson A. Milne, chairman of the local improvements committee, and nearly all members of the Council were present.

Councilman Harry C. Goodwin last evening requested City Manager Story to revoke a building permit that was granted to a property owner in Main Street West which authorized the construction of the old line, planning to abutting property owners in the position of having a recess building. This revocation was made by the Council.

The Council passed an ordinance authorizing the clearing of the trails of former mayors hanging in the Council Chambers at a cost of \$300, without competitive bidding, was referred to the finance committee and his resolution directing the laying of water mains in Delray Road was adopted. Councilman Milne introduced a resolution directing the laying of water mains in McArde Street.

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**Council Session
Results Listed**
Business transacted last evening by the City Council included the following items:

Adopted the ordinance for the concrete paving of the Plymouth Avenue south from the Pennsylvania Railroad bridge to Barton Street, also an ordinance directing the placing of the car tracks in the center of the improvement.

Authorized the purchase of land at Troup and Clifton streets, with Prospect Street, for the connection of the two thoroughfares to provide a more direct route to the west side of the city.

Approved the expenditure of \$25,000 to purchase additional voting machines for installation in the 21 new election districts added to the city.

Heard allegations on the Cumberland Street extension with charges that property owners were seeking an exorbitant price for the land required for the improvement.

Completed a large volume of business relating to street improvements, settlement of claims, sale of property and fixing of compensation for services rendered the city.

For the improvement of Gladstone Street at an estimated cost of \$13,000 and the improvement of Hertel Street at a cost of \$6,200. Gladstone Street will have an asphalt pavement and Hertel Street a concrete pavement.

A taxpayer in alleging for the improvement of Gladstone Street of the muddy condition of that street at the intersection of the improvement.

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Mayor Joseph C. Wilson has been instrumental in bringing the property owners together during the long period of discussion in an effort to effect an agreement and participating with him were Councilman Chester A. Peake of the South district, where the improvement is located, and City Manager Stephen B. Story. There was no removal of time to time, but all have been reconciled. Activity of city officials in Mayor Wilson called for ions at the public hearing ordinance no taxpayer was

Car Tracks in Center
on the favorable report of the Public Utilities Committee of which Councilman Harry C. Goodwin is chairman, the Local Improvement Committee, which Councilman Peake is chairman, has recommended that the car tracks be placed in the center of the street at the intersection of the improvement.

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No Opposition Offered
When Council Orders
50-Foot Concrete

RAILWAYS' FIGHT
REPORTED ENDED

Construction Will Be
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After discussion of more than five years by property owners in Plymouth Avenue South, an agreement was reached regarding the improvement, and last evening the City Council by unanimous vote passed the ordinance providing for a 50-foot concrete pavement from the Pennsylvania Railroad crossing, near Clarissa Street, to Barton Street, at a cost estimated by Harold W. Baker, commissioner of public works, at \$255,000. Under the ordinance the city will pay for the pavement in excess of 26 feet, the balance be charged to the abutting property owners.

Mayor Joseph C. Wilson has been instrumental in bringing the property owners together during the long period of discussion in an effort to effect an agreement and participating with him were Councilman Chester A. Peake of the South district, where the improvement is located, and City Manager Stephen B. Story. There were objections raised from time to time, relating to removal of trees, width of pavement and location of car tracks, but all have been reconciled through activity of city officials and when Mayor Wilson called for allegations at the public hearing on the ordinance no taxpayer was heard.

Car Tracks in Center

Upon the favorable report of the Public Utilities Committee, of which Councilman Harry C. Goodwin is chairman, and the Local Improvement Committee of which Councilman Nelson A. Milne is chairman, and signed by all members of both committees, the council adopted unanimously an ordinance directing the car tracks in the center of Plymouth Avenue.

The estimated cost of this is \$300,000 to the New York State Railways. James F. Hamilton, president of the railways, vigorously opposed the proposition to place the tracks in the center of the street, contending that the warrant the expenditure and asserting that it would be an unfair burden on the car riders, who are compelled to pay for the repaving expenditures through car fares.

The opposition was opening expressed and it was asserted that litigation would be instituted to prevent the city from compelling the action because of certain property rights acquired by the railways when the tracks were put on the side of the street, and further, in the event of an adverse decision, the franchise would be abandoned and business operated if the people desired transportation facilities.

For similar reasons the Automobile Club of Rochester strongly advocated the improvement.

With the legal formalities out of the way Mr. Story said that the work will be pressed to an early completion. The street has reached a state that it is avoided by virtually all vehicular traffic and not economically worth repairing any way, Mr. Story asserted. The movement of concrete is one of the most major improvements of this material within close proximity to the center of the city.

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Adopted the ordinance for the concrete paving of Plymouth Avenue south from the Pennsylvania Railroad bridge to Barton Street, also an ordinance directing the placing of the car tracks in the center of the improvement.

Authorized the purchase of land at Troup and Clifton street, with Prospect Street, for the connection of the two thoroughfares to provide a more direct route to the west side of the city.

Approved the expenditure of \$25,000 to purchase additional voting machines for installation in the 21 new election districts added to the city.

Heard allegations on the Cumberland Street extension with charges that property owners were seeking an exorbitant price for the land required for the improvement.

Completed a large volume of business relating to street improvements, settlement of claims, sale of property and fixing of compensation for services rendered the city.

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Objects in Council to City
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Machines This Fall

The expenditure by the city of not more than \$25,000 for additional voting machines was authorized by the City Council after Councilman Harry C. Goodwin made an argument against including the payment in the city taxes, stating that it was a proper county charge.

Mayor Wilson said that it has been the practice for years for the city to pay for the voting machines used in the city, and Mr. Goodwin, after discussion, said that he would waive his objection because of the Mayor's statement that it was urgent that the order for the machines be placed immediately so that the voters in the 21 new districts that were added to the city would have their use this fall, rather than paper ballots. The ordinance, approved by the finance committee, was unanimously adopted.

County Has No Funds for Machines

Mr. Goodwin asked Mayor Wilson why H. Alden Nichols, commissioner of elections, did not pay for the machines out of county funds, and the city then pay through the county tax rate. Mayor Wilson said that Commissioner Nichols pointed out he had no funds for the purchase of the machines. Mr. Goodwin said in response that the county could borrow the money as well as the city. Mr. Goodwin insisted that the charge was properly one that should be met in county rather than city taxes.

Objection to the assessment for the Cumberland Street extension, which was approved by the City Planning Commission, by resolution read to the Council by City Manager Story, was expressed by A. J. Mattie, undertaker in Cumberland Street, and Mrs. Clara Toft, who pointed out that the value of property in Cumberland Street could not stand the estimated cost of the improvement.

Assemblyman Urges Extension

Assemblyman Haskell H. Marks, former alderman of the Seventh Ward, said that there was a unanimity of opinion regarding the need of the improvement and that he thought that during this week the assessment would be adjusted by a property owner's meeting. He said that the property owners were not in sympathy with the effort to obtain \$250,000 for land purchased a few years ago for \$60,000, and also that they were willing to pay their fair share of the cost, and did not want an assessment spread so that property owners a mile or more away would have to contribute a considerable sum for a downtown extension.

Assemblyman Marks said that the views of the majority of the property owners would be expressed at the hearing next Monday night. When Mr. Mattie asked who wanted the improvement, Councilman William F. Duran, who introduced the ordinance, said that there was a petition with three pages of signatures attached, and that it was indorsed by the Central Improvement Association.

Asks If City's Buying Gold Brick

Mr. Mattie said that the property in the neighborhood was worth about \$40 a foot, yet the cost of extending the street 200 yards was estimated at \$600,000. He asked if the city was buying gold bricks, and Mayor Wilson answered, "Maybe, we aren't sure." Assemblyman Marks said that there was no question that the estimate was high, based on excessive demands of the property owners, that would not be sustained in condemnation proceedings, and he expressed hope that this week the property owners involved would take a more reasonable attitude toward the value of their property, and permit an improvement to go forward that would be of benefit to that section of the city, and one which the property owners in the vicinity wanted and for which they were willing to pay their fair share of the cost.

City Manager Story presented a communication to the Council from Commissioner Baker citing the reports of experts showing that the Driving Park Avenue bridge is safe for vehicular traffic. He also read a communication from the City Planning Commission approving extension and the Troup and Clifton streets cut off.

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Public hearings were conducted on the ordinance for an asphalt pavement, walk and sewer on Greeley Street at an estimated cost of \$23,000; an asphalt pavement, walk and sewer in Iroquois Street at a cost of \$18,500, and the South Avenue district sewer at a cost of \$32,700.

Port Authority Plan
Interlocking City and State Plans
opposing his Port Authority plan, Harry J. Bareham, chairman of the Republican County Committee, treats rather lightly the objections to placing control of this great undertaking in the hands of a body picked by the Board of Supervisors.

Mr. Bareham says that Rochester residents comprise a majority of the Board of Supervisors. That is true, but the proportion of 24 city members to 19 representatives of the towns bears no relation at all to the proportion of the expense the city must meet or to the relative population of Rochester and the towns.

Also, it is a strange thing entirely to overlook the city government in respect to a matter in which it is so vitally interested.

Possibly the Board of Supervisors would pick a commission simply on the basis of ability and public spirit. The matter is so important that business interests might be alert and ready to condemn any attempt to play politics or to put patronage first. But Rochester can reasonably ask for a larger voice in direction of the undertaking.

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But is it beyond the scope of political ability to devise a plan which will assure cooperation of all districts on a basis which will give that district which must provide most of the money—the city of Rochester—its proper weight? The Times-Union does not believe so, but believes the city administration can safely be entrusted to take the steps which will lead us in that direction. The Port Authority bill should not become law.

Goodwin Sails Into Supervisors' Clerk For Audit Report

Councilman Not Met, as He Hoped, by
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City Councilman Harry C. Goodwin was on hand at the hour he appointed—10 o'clock—this morning "to be shown" where and when audits were made of various departments of the county government.

He was accompanied by an auditor and attorney.

The councilman, who claims there is growing sentiment for an audit of the county departments, was disappointed in not finding Dayton T. Lawrence, chairman of the supervisors, on hand to meet him. Mr. Lawrence, in reply to Goodwin, asserted the councilman made his statement either through ignorance or with malicious intent whereupon Goodwin challenged him to be at the rooms of the Board of Supervisors today to show him where audits had been made, as claimed, by the firm of Wilson and Heye.

Supervisor Lawrence was not there but Clarence A. Smith, clerk of the board, was on hand to furnish "facts and figures" to Mr. Goodwin, and this he did through more than an hour of searching scrutiny of the bills and financial records of the sheriff's office, the county purchasing agent's office, the district attorney's office, county clerk's office and the penitentiary, almshouse and other county agencies and institutions. He was shown expense records for 1927 and other years.

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He inquired about the penitentiary audit which has been made or is about to be made by Wilson and Heye.

"Did the Board of Supervisors order the audit?" he inquired.

"No, Mr. Henderson, the new superintendent, requested it," Mr. Smith said.

"Has it been completed?"

"I don't know. It either has been or it is in progress."

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"How could he read it in Sunday's Democrat in Harrisburg?" Mr. Goodwin asked. "There is no train out of Rochester that would get the Democrat into Harrisburg Sunday. Was the reply by Mr. Wilson a voluntary one?"

"Absolutely," Mr. Smith said.

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"In your city, government you probably have a dozen departments which collect money. Here we have only one department which is authorized to take charge of county money collected and disbursed. This department is the Board of Supervisors. Every dollar expended must be accounted for to this board which has a complete check on all financial transactions of the various county departments."

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See our new display rooms—equal, we are told, to anything in the county. A visit will give you ideas.

Work to Be Pressed
It is reported that Mayor Wilson, whose old homestead is located in the stretch of Plymouth Avenue, has improved, has won over Mr. Milton and that no opposition will be raised to the replacing of tracks. City Manager Story favored the improvement as it is one of the direct arteries to the south and connects the University of Rochester development. For similar reasons the Automobile Club of Rochester strongly advocated the improvement.

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Our books and records are audited four times a year by the state.

Mr. Goodwin inquired about the results of a special audit of the county clerk's office by County Clerk John H. Law.

"That was a special audit, wasn't it?" he inquired.

"Yes, it was," Mr. Smith replied.

As a result of the audit a couple of employees were dismissed from positions they held in the county clerk's office. Mr. Goodwin wanted to know what for. Mr. Smith produced a copy of the report of the audit. There had been reports of discrepancies in the accounts of a certain employee of the office, but the final report failed to show that the discrepancy still existed.

Audits Are Frequent

"The county clerk's office is subject to audit practically eight out of the 12 months in the year," Mr. Smith said. "You can find a state auditor there almost anytime. He is required to be there in order to check up on the mortgage tax for the state."

Mr. Smith said if there is a more complete system of checking up expenditures of departments than exists under the present county government he would like to hear what it is. He explained that through the Board of Supervisors the county purchasing agent and the county treasurer, a complete check is possible on every item of expenditure.

Councilman Goodwin made copious notes, recorded considerable data.

PLYMOUTH PAVING VOTED

Where City Will Improve Traffic Conditions



Warren Allen, deputy city purchasing agent, is taking steps today towards purchasing two store buildings, one at the northwest corner of Clifton and Prospect streets, and one at the southeast corner of Prospect and Troup streets. Authority to buy the land for cutting away the two corners in order to make a more direct traffic lane to the center of the city was given by City Council in an ordinance adopted Monday night. The buildings marked "X" will be purchased and dismantled, linking Clifton and Troup streets.

City Planning Group Hears Railroad Plea At Special Meeting

N. Y. Central and B. R. & P. Want at Least Three of Five Streets Closed, With Traffic Diverted Into Two Undergrade Crossings.

Elimination of five grade crossings on the west side of Rochester are asked by railroads traversing that section in a request brought to a special meeting of the City Planning Commission today.

With west side residents complaining against closing of any of the streets, the commission postponed action to sound out sentiment.

Engineers for the New York Central and the Buffalo, Rochester & Pittsburgh asked for the closing of at least three of the five streets, with diversion of traffic into sub-

ways: Hague, York, Ames, Child and Colvin Streets. The railroads already have made application to the Public Service Commission for an order to close the streets, but the engineers want to investigate as to which crossings would be preferable and where undergrade crossings should be located.

It was intimated that the city planning commissioners would favor the closing of only one street, and that would be Childs. It is the only thoroughfare of the five that does not run through to Main Street West or West Avenue.

A report on the plan will go to the City Council Monday night, the commissioners promised.

The new building code, which will be incorporated in an ordinance, was the subject of a conference yesterday between members of the City Zoning Advisory Board and the Public Works Committee of the council. The new code has been the subject of study by city officials for a number of months and is being whipped into final shape with the advice of the Zoning Advisory Board.

Attending the conference were Albert A. Hopeman, Clarence A. Livingston, Frank Frey, Howard C. Rupert and Charles A. Carpenter, members of the advisory board, and Mayor Joseph C. Wilson, Councilman Nelson A. Milne, Chester A. Peake, Corporation Counsel Clarence M. Platt and Edwin A. Fisher, former city engineer. The ordinance, incorporating the new code, will be introduced in the City Council soon and public hearings on it conducted.

The new ordinance, which will provide the height, area and use of buildings, will improve structures now existing and bring those to be erected in the future in accordance with modern regulations, said Mr. Platt. One phase of it provides for the opening of East Avenue from Alexander Street to Portsmouth Terrace for apartment houses, controlled as to size, appearance and location on the property by the new regulations.

City Manager Story believes such exhibits will attract more attention in the City Hall than at Edgerton Park.

A number of cabinets containing relics of the stone age have been placed in the corridors on the second floor of City Hall. The exhibit is called "The Physical Basis of Cultural Evolution."

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Assures Needed Highway Agreement on Plymouth Avenue Paving Result of Sensible Attitude on Part of Taxpayers.

Adoption by the City Council of the ordinance for a fifty-foot concrete pavement in Plymouth Avenue not only insures a splendid and needed improvement, but it shows the valuable results that may be secured where there is a disposition to conciliate and agree.

Property owners and others discussed for upwards of five years the proposal for paving the street.

Where the car tracks would be located; whether the shade trees would be removed; what material would be used for the pavement, and what its cost was to be—all these were matters on which conflicting opinions were merged into a plan which will benefit the street, section and city.

Building this fine, wide pavement will provide a splendid arterial highway to the south. It will be another and important link in the chain of wide, well paved streets that are needed in Rochester to place it on a par with some other modern cities in the matter of paved streets.

The bill, which has already passed the Assembly, was reported favorably from the Senate Finance Committee yesterday and it is believed the only possibility of killing it rests in a veto from the Governor.

Mr. Stevenson based his opposition to the bill on two grounds. Before a port authority is created, he declared, a thorough study of the whole situation should be made to see if one is needed. Such a study is now being conducted by the City Harbor Advisory Board.

"Secondly," he declared, "there is every reason to believe that the development of the port should be made and controlled by the city."

"The port would be paid for and used by the city."

"In every harbor construction which is inside the limits of one county the city has made the development."

The Albany port authority was created because two counties were concerned, and the New York authority because two states were involved."

City Survey Under Way

Mr. Stevenson said that the city group, appointed by City Manager Stephen B. Story last December, had met every week since that time and was making a careful survey of the whole situation. They are obtaining data on the present use of the harbor; the possible use due to the opening of the Welland Canal, and the possible attraction for industries of the city if a harbor were developed.

They are investigating all possible harbors, he added, including the Genesee River mouth, Irondequoit Bay and Buck Pond, and west of the city. The latter, he said, offers very real attraction for development if any elaborate program of harbor construction is decided upon.

Other cities on the Great Lakes have had the problem of port development studied from the economic and business aspects and later created a political body to meet their needs. The Cilano bill would give us a county port authority before we know whether or not we want one."

Members of the City Harbor Advisory Board, beside Mr. Stevenson and Mr. Macy, are Captain William J. Graham, Moss Mosely and Libanus M. Todd.

The Bureau of Purchase and Control, it was said, has been advised by city attorneys that, in view of Mr. Petrossi's indictment, it could reject any bid of his company on the ground of irresponsibility, regardless of any financial statement which might be submitted to the bureau on his behalf. The bureau is comprised of Commissioner Baker, Comptroller Higgins, and City Purchasing Agent Andrews.

The Petrossi Company would have to bring suit in court to establish its responsibility, if it expected to obtain any work from the city this year, it was declared. The result of the forthcoming bribery trial would have no effect on the situation, it is said.

Attorneys for Petrossi filed a financial statement to prove Petrossi's responsibility recently, when the city rejected all bids on a University Avenue sewer, including one by him.

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Economic Reason For Port Move Now, City Board Insists

Thorough Study of Situation Should Be Made First, and When Finally Established, Control Should Be With City, Is Contention.

Opposition to Senator Cosmo A. Cilano's bill creating a Monroe County Port Authority, slated to pass the Senate today, has developed here from members of the city's Harbor Advisory Board.

Harry C. Stevenson, chairman of the city body, declared there was no economic or political reason for the creation of such an authority and Frank H. Macy, member of the city's board, said the bill at this time is decidedly premature.

The bill, which has already passed the Assembly, was reported favorably from the Senate Finance Committee yesterday and it is believed the only possibility of killing it rests in a veto from the Governor.

Mr. Stevenson based his opposition to the bill on two grounds. Before a port authority is created, he declared, a thorough study of the whole situation should be made to see if one is needed. Such a study is now being conducted by the City Harbor Advisory Board.

"Secondly," he declared, "there is every reason to believe that the development of the port should be made and controlled by the city."

"The port would be paid for and used by the city."

"In every harbor construction which is inside the limits of one county the city has made the development."

The Albany port authority was created because two counties were concerned, and the New York authority because two states were involved."

City Survey Under Way

Mr. Stevenson said that the city group, appointed by City Manager Stephen B. Story last December, had met every week since that time and was making a careful survey of the whole situation. They are obtaining data on the present use of the harbor; the possible use due to the opening of the Welland Canal, and the possible attraction for industries of the city if a harbor were developed.

They are investigating all possible harbors, he added, including the Genesee River mouth, Irondequoit Bay and Buck Pond, and west of the city. The latter, he said, offers very real attraction for development if any elaborate program of harbor construction is decided upon.

Other cities on the Great Lakes have had the problem of port development studied from the economic and business aspects and later created a political body to meet their needs. The Cilano bill would give us a county port authority before we know whether or not we want one."

Members of the City Harbor Advisory Board, beside Mr. Stevenson and Mr. Macy, are Captain William J. Graham, Moss Mosely and Libanus M. Todd.

The Bureau of Purchase and Control, it was said, has been advised by city attorneys that, in view of Mr. Petrossi's indictment, it could reject any bid of his company on the ground of irresponsibility, regardless of any financial statement which might be submitted to the bureau on his behalf. The bureau is comprised of Commissioner Baker, Comptroller Higgins, and City Purchasing Agent Andrews.

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Broad Street Extension Still Being Considered Widening Plan Indicates

Despite the fact the City Council recently showed the Broad Street extension project, it was indicated today the plan is still in the administration's mind.

Approval of a proposal for widening Gardner Park, which would be the eastern end of the extension, has been given by the City Planning Commission.

The action was in regard to a plan to do all the widening of Gardner Park on its south side, leaving the north line as it is. The planning commission's recommendation will go to City Council next Monday night, it is said.

Mayor Wilson said this action does not indicate the city is getting around to adopt a Broad Street extension after all, but that it will be ready when a city plan is complete. Rumors indicated the Broad Street question will be raised again in Council next Monday night, however, with another petition.

The proponents of extending Broad Street from South Avenue to Alexander Street have not laid down on the job, and have taken heart from the city's consideration of Cumberland Street extension and from its action the other night in providing for purchase of two corners to make a direct traffic lane between Troup and Clifton streets, at Prospect.

Land on the south side of Gardner Park, the commission pointed out, can be bought at a lesser figure than that opposite, and that is the principal reason for planning the widening there. On the north side, at the South Union Street end of Gardner Park, a new automobile salesroom has recently been built, boosting value of that property.

Apparently, it would seem, the purpose of this action is to over-crowd the Municipal Hospital in order to force the city to double its present capacity. At any rate, one wonders who is running Rochester, Mr. Story or Doctor Goler.

To make the matter pointed, what right has Doctor Goler to determine where and how the sick may be treated? Is our public policy one of stigmatizing the unfortunate? Because he is poor, has a man no right to select what hospital he chooses?

Are human hearts become like marble? And what right have Doctor Goler's aides to enter public wards to say to efficient physicians "you cannot care for this man"? The hospitals of Rochester should rise up in unison and fight such Neronian interference, and no doubt they will.

How about good business in the matter? Without any dispute, the local hospitals are giving just as good, if not better, service to the poor as the Municipal, and at about 40 per cent. less cost to the city. The practical thing to do would be to let the Municipal Hospital and save the city hundreds of thousands of dollars each year by having the poor cared for in an older established hospital where the city where far more kindness, interest and sympathy is to be found, and with far less expense to the city.

Discussions might arise when the Municipal Hospital would be necessary; but we have it, and let us use it when necessary. It would seem that the last drop of the milk of human kindness has disappeared, and I am wondering who is to be blamed.

Mr. Goodwin has been informed by the Business District Improvement Association, which collected the signatures, that owners of a total of 6,000 feet frontage have signed, and that only two of those approached have declined, at least temporarily. The exact frontage on the proposed new street Mr. Goodwin does not know, but he estimates this is a majority.

Furthermore, it is understood the petitions contain a majority of the property owners in number. Twenty-five per cent. of them is all that is necessary to bring a matter before the council by petition.

Harry W. Bloss, secretary of the promotion group, announced he would turn the petitions over to Councilman Goodwin Monday morning. This will be the third time the councilman has pushed

the Broad Street matter to formal action after two previous defeats.

The petition, Mr. Goodwin said, will ask outright for a local improvement ordinance for extension of Broad Street. How far east of South Avenue, he was not yet ready to announce.

The first defeat on the question was on a resolution asking an appropriation for survey and appraisal in the district. The next, only a few meetings ago, was on a local improvement ordinance asking the extension. Another method was left, that of property owners' petition which he is now to employ.

With work progressing on the city plan, Mr. Goodwin is determined to keep the Broad Street proposition agitated. The council has defeated his moves in this direction previously on the ground that they must wait for the city plan.

Most of the frontage owned in the proposed extension line of Broad Street is represented in petitions which the City Council will receive Monday night in a new move to push the project, Councilman Harry C. Goodwin, who will sponsor the petitions, said today.

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DELAY HEARING ON PETROSSI'S RESPONSIBILITY

City Purchasing Agent Would Give Contractor Every Opportunity To Oppose Bid Rejection.

A hearing scheduled for today to determine whether John Petrossi is responsible enough to assume a paving contract on Lattimore Street, on which he was low bidder, was postponed until Monday morning.

"We want to give Petrossi every opportunity to prove why his bid should not be rejected by the city," Wendell Andrews, city purchasing agent, said in announcing the postponement. "He will have to prove more than mere financial responsibility before we will accept his bid."

Petrossi is scheduled to go on trial next week on an indictment charging bribery of a city improvement inspector. This charge caused the city to question his responsibility, although Petrossi has presented evidence that he is financially responsible.

The Bureau of Purchase and Control today rejected another low bid, that of the Schaaf Company for building the Irondequoit sewage disposal plant, declaring that the company is not now engaged in the manufacture of sewage disposal apparatus.

The award went instead to the second lowest bidder, the Shellin Engineering Corporation of New York City. Its bid was \$28,000.

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BARTHOLOMEW, CITY PLANNER, TO VISIT HERE

An important step toward creation of a city plan in Rochester is seen in the announcement today that Harland Bartholomew, eminent city planner, is expected to visit Rochester the second week in April at the invitation of City Manager Story.

Although the date has not been definitely set for Mr. Bartholomew's visit, it is believed he will stop here April 9 to confer with Mr. Story, Commissioner of Public Works Baker and members of the City Planning Commission.

Mr. Bartholomew is president of the American Civic Planning Institute and has made city plans for about 40 American cities, including Schenectady, where he won great praise. He first achieved national fame in St. Louis and has been engineer for the City Planning Commission there since 1918. He was expert advisor for and directed the preparation of the Washington, D. C., zoning ordinance in 1920.

Mr. Bartholomew's coming is in line with agitation for immediate action in making a city plan for Rochester.

Council To Receive Petition Of Owners For Broad St. Plan

Councilman, on Behalf of Property Holders, to Ask Outright For Improvement Ordinance—Has Majority of Signatures Favoring Step.

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PLYMOUTH PAVING VOTED

Where City Will Improve Traffic Conditions



Warren Allen, deputy city purchasing agent, is taking steps today towards purchasing two store buildings, one at the northwest corner of Clifton and Prospect streets, and one at the southeast corner of Prospect and Troup streets. Authority to buy the land for cutting away the two corners in order to make a more direct traffic lane to the center of the city was given by City Council in an ordinance adopted Monday night. The buildings marked "X" will be purchased and dismantled, linking Clifton and Troup streets.

City Planning Group Hears Railroad Plea At Special Meeting

N. Y. Central and B. R. & P. Want at Least Three of Five Streets Closed, With Traffic Diverted Into Two Undergrade Crossings.

Elimination of five grade crossings on the west side of Rochester are asked by railroads traversing that section in a request brought to a special meeting of the City Planning Commission today.

With west side residents complaining against closing of any of the streets, the commission postponed action to sound out sentiment.

Engineers for the New York Central and the Buffalo, Rochester & Pittsburgh asked for the closing of at least three of the five streets, with diversion of traffic into subways.

Hague, York, Ames, Child and Colvin Streets.

The railways already have made application to the Public Service Commission for an order to close the streets, but the engineers wanted to investigate as to which crossings would be preferable and where undergrade crossings should be located.

It was intimated that the city planning commissioners would favor the closing of only one street, and that would be Childs. It is the only thoroughfare of the five that does not run through to Main Street West or West Avenue.

A report on the plan will go to the City Council Monday night, the commissioners promised.

The new building code, which will be incorporated in an ordinance, was the subject of a conference yesterday between members of the City Zoning Advisory Board and the Public Works Committee of the council. The new code has been the subject of study by city officials for a number of months and is being whittled into final shape with the advice of the Zoning Advisory Board.

Attending the conference were Albert A. Hopeman, Clarence A. Livingston, Frank Frey, Howard C. Rupert and Charles A. Carpenter, members of the advisory board, and Mayor Joseph C. Wilson, Councilman Nelson A. Milne, Chester A. Peake, Corporation Counsel Clarence M. Platt and Edwin A. Fisher, former city engineer. The new ordinance, incorporating the new code, will be introduced in the City Council soon and public hearings strongly advised.

The new ordinance, which will provide the height, area and use of buildings, will improve structures now existing and bring those to be erected in the future in accordance with modern regulations, said Mr. Platt. One phase of it provides for the opening of East Avenue from Alexander Street to Portsmouth Terrace for apartment houses, controlled as to size, appearance and location on the property by the new regulations.

Work is reported on the old hot stretch to be improved by the city and to be raised tracks.

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Historic Scrapbooks Collection

Assures Needed Highway

Agreement on Plymouth Avenue Paving Result of Sensible Attitude on Part of Taxpayers.

Adoption by the City Council of the ordinance for a fifty-foot concrete pavement in Plymouth Avenue not only insures a splendid and needed improvement, but it shows the valuable results that may be secured where there is a disposition to conciliate and agree.

Property owners and others discussed for upwards of five years the proposal for paving the street.

Where the car tracks would be located; whether the shade trees would be removed; what material would be used for the pavement, and what its cost was to be—all these were matters on which conflicting opinions were merged into a plan which will benefit the street, section and city.

Building this fine, wide pavement will provide a splendid arterial highway to the south. It will be another and important link in the chain of wide, well paved streets that are needed in Rochester to place it on a par with some other modern cities in the matter of paved streets.

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The bill, which has already passed the Assembly, was reported favorably by the Senate Finance Committee yesterday and it is believed the only possibility of killing it rests in a veto from the Governor.

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"Secondly," he declared, "there is every reason in the world why the development of the port should be made and controlled by the city."

"The port would be paid for and used by the city. In every harbor construction which is inside the limits of one county the city has made the development. The Albany port authority was created because two counties were concerned, and the New York authority because two states were involved."

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They are investigating all possible harbors, he added, including the Genesee River mouth, Irondequoit Bay and Buck Pond, west of the city. The latter, he said, offers very real attraction for development if any elaborate program of harbor construction is decided upon.

The Roach-Thompson Corporation is the bidder next in line for the contract, and it is understood the Bureau of Purchase and Control plans to award the work to it. The contract involves laying asphalt pavement near Strong Memorial Hospital.

The Bureau of Purchase and Control, it was said, has been advised by city attorneys that, in view of Mr. Petrossi's indictment, it could reject any bid of his company on the ground of irresponsibility, regardless of any financial statement which might be submitted to the bureau on his behalf. The bureau is comprised of Commissioner Baker, Comptroller Higgins, and City Purchasing Agent Andrews.

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The committee is also studying the financial problems involved, he continued, and the advisability of creating a port authority and the powers which it should have.

"The advisory board, while all this study is being made," he added, "is not losing sight of conditions at the present harbor which can be bettered to meet present and future demands."

He pointed out that at present there is a demand for facilities for package freight boats and special carriers to dock and unload at Rochester and predicted that some provision for such facilities might be made this summer.

Bill Dubbed "Premature"

"The federal authority," he continued, "has not spent a penny on harbor development here until we use our present facilities to the limit, which we are very far from doing."

Mr. Macy, declaring his belief that the Cilano bill was premature, said that the problem of creating a port authority could be solved only after such a thorough study as the present city board is now giving to it.

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Broad Street Extension Still Being Considered Widening Plan Indicates

Despite the fact the City Council recently shelved the Broad Street extension project, it was indicated today the plan is still in the administration's mind.

Approval of a proposal for widening Gardiner Park, which would be the eastern end of the extension, has been given by the City Planning Commission.

The action was in regard to a plan to do all the widening of Gardiner Park on its south side, leaving the north line as it is. The planning commission's recommendation will go to City Council next Monday night, it is said.

Mayor Wilson said this action does not indicate the city is getting around to adopt a Broad Street ordinance after all, but that it will be ready when a city plan is complete. Rumors indicated the Broad Street question will be raised again in Council next Monday night, however, with another petition.

The proponents of extending Broad Street from South Avenue to Alexander Street have not laid down on the job, and have taken heart from the city's consideration of Cumberland Street extension and from its action the other night in providing for purchase of two corners to make a direct traffic lane between Troup and Clifton streets, at Prospect.

Land on the south side of Gardiner Park, the commission pointed out, can be bought at a lesser figure than that opposite, and that is the principal reason for planning the widening there. On the north side, at the South Union Street end of Gardiner Park, a new automobile showroom has recently been built, boosting value of that property.

Apparently, it would seem, the purpose of this action is to overcrowd the Municipal Hospital in order to force the city to double its present capacity. At any rate, one wonders who is running the hospital, Mr. Story or Doctor Goler.

To make the matter pointed, what right has Doctor Goler to determine where and how the sick may be treated? Is our public policy one of stigmatizing the unfortunate? Because he is poor, has a man no right to select what hospital he chooses?

Are human hearts become like marble? And what right have Doctor Goler's aides to enter public wards to say to efficient physicians "you cannot care for this man?" The hospitals of Rochester should rise up in union and fight such Xeronic interference, and no doubt they will.

How about good business in the matter? Without any dispute, the local hospitals are giving just as good, if not better, service to the poor as the Municipal, and at about 40 per cent. less cost to the city. The practical thing to do would be to close up the Municipal Hospital and save the city hundreds of thousands of dollars each year by having the poor cared for in the other established hospitals of the city where far more kindness, interest and sympathy is to be found and with far less expense to the city.

Occasions might arise when the Municipal Hospital would be necessary, but we have it, and let us use it when necessary. It would seem that the last drop of the milk of human kindness has disappeared, and I am wondering who is to be blamed.

JUSTICE.

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Mr. Bartholomew is president of the American City Planning Institute and has made city plans for about 20 American cities, including Schenectady, where he won great praise. He first achieved national fame in St. Louis and has been engineer for the City Planning Commission there since 1918. He was expert advisor for and directed the preparation of the Washington, D. C., zoning ordinance in 1920.

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DELAY HEARING ON PETROSSI'S RESPONSIBILITY

City Purchasing Agent Would Give Contractor Every Opportunity To Oppose Bid Rejection.

A hearing scheduled for today to determine whether John Petrossi is responsible enough to assume a paving contract on Latimore Street, on which he was low bidder, was postponed until Monday morning.

"We want to give Petrossi every opportunity to prove why his bid should not be rejected by the city," Wendell Andrews, city purchasing agent, said in announcing the postponement. "He will have to prove more than mere financial responsibility before we will accept his bid."

Petrossi is scheduled to go on trial next week on an indictment charging bribery of a city improvement inspector. This charge caused the city to question his responsibility, although Petrossi has presented evidence that he is financially responsible.

The Bureau of Purchase and Control today rejected another low bid, that of the Schaaf Company for building the Irondequoit sewage disposal plant, declaring that the company is not now engaged in the manufacture of sewage disposal apparatus.

The award went instead to the second lowest bidder, the Shoen Engineering Corporation of New York City. Its bid was \$28,000.

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BARTHOLOMEW, CITY PLANNER, TO VISIT HERE

An important step toward creation of a city plan in Rochester is seen in the announcement today that Harland Bartholomew, eminent city planner, is expected to visit Rochester the second week in April at the invitation of City Manager Story.

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There are 395 cities in the United States under the manager plan. It is worth noting that when an effort is made to get them to return to the mayor-council plan they almost invariably say No in just about the same tone of voice. About the only exceptions are cases in which the old political crowd, after winning the council, have boldly picked a party henchman for manager.

1,000 TREES TO BE PLANTED BY CITY FORESTER

Maples and Elms 8 to 10 Years Old To Be Planted in Residential Streets in Next Six Weeks.

Streets of Rochester will be bordered with more than 1,000 new trees in the next six weeks, it is planned by the forestry department.

City Forester Thomas P. Maloy said today the spring planting will probably start next week.

The trees to be set out are Norway maples and American elms between 8 and 10 years old. They will be distributed uniformly throughout the city, going mostly into new subdivisions, partly into streets that have never had sufficient planting or in which old trees have died or have been removed.

About 1,000 to 1,200 young trees are set out every Spring under supervision of the city forester in charge of the program to establish planting in all the city's residential streets. The bulk of this spring's planting will be of trees purchased locally.

The trees are 8 to 10 feet in height and will grow rapidly, Mr. Maloy said. Though maples and elms in the sunshine are already opening their buds, those in the shade are as yet backward and probably will not bud for six weeks. Since these trees can be set out successfully only before they bud in the Spring, all the city's planting must be done within six weeks.

Under the present system property owners are required to pay for trees set on their properties.

Nier To Ask For \$100,000; Plans Elaborate Structure

Two-Story Building With Wide Veranda and 1,600 Lockers Projected at Genesee Valley Park Course—Immediate Action Hoped For.

Rochester municipal links golfers will be palatially housed at Genesee Valley Park this Summer, if Safety Commissioner George J. Nier has his way.

Mr. Nier will ask the council tonight for an appropriation of \$100,000 for the erection of a clubhouse at the park. Under the plans drawn up, the building will have 1,600 lockers which will be rented, space for refreshment bar and office, a wide veranda and will be two stories in height. It is possible that these plans may be somewhat modified.

As a matter of fact, many golfers have pointed out that there has been urgent need for some sort of a municipal golf clubhouse for several years with the tremendous increase in the popularity of the game in Rochester.

They say that Rochester was one of the first cities in the United States to have a public golf course, but that for many years it was content with having done this and little or nothing was done to improve the course or add new ones.

In 1923 the fee system went into effect and since that time the profits which have been made by the Bureau of Parks on golf fees have amounted nearly to \$32,000.

Goodwin Expected To Move Tonight In Broad St. Extension

A fresh move in the fight for Broad Street extension is foreseen in City Council meeting tonight when Councilman Harry C. Goodwin will ask for consideration of a new street from South Avenue to extend only as far east as Chestnut Street.

Hitherto the impression has been that the proponents of the scheme urged putting Broad Street all the way through to Alexander Street. The lesser project, Mr. Goodwin thinks, may engender more favorable attention at the hands of councilmen who previously have twice balked his efforts.

The Business District Improvement Association, which is behind the movement, put into Councilman Goodwin's hands this afternoon petitions signed by what they intimated was a majority of property owners in the district affected, asking a local improvement ordinance for the project.

They represent an ownership of more than 6,000 feet assessable frontage between South Avenue and Chestnut Street, it was said. It has developed, however, upon actual measurement, that this is not a majority of the frontage owned. Assessable frontage measures about 17,000 feet.

The council several weeks ago turned down a resolution from Councilman Goodwin for an appropriation for survey and appraisal of the proposed Broad Street extension area, and later defeated an ordinance which he presented. He then turned to the petition idea.

Debate On Creation Of Port Authority Heard At Chamber

Harry J. Bareham, Sponsor of Cilano Bill, Meets City Council Members Who Oppose It to Air Arguments Pro and Con Before the Committee.

Opposing forces in the argument over creation of a Monroe County Port Authority, as provided for in the Cilano bill now before Governor Roosevelt, met each other face to face this noon before an audience of Chamber of Commerce trustees.

The sponsor of the bill, Harry J. Bareham, treasurer of the Republican County Committee, was there, as well as those leading the fight against it, members of the City Council.

City Manager Story was expected to be present, and members of his recently appointed City Harbor Advisory Board, who are also opposing the bill.

Arguments for and against the measure were voiced and chamber trustees piled the speakers with questions asked in their inter-

Historic Scrapbooks Collection

ASK \$150,000 TO IMPROVE NEW AIRPORT

Use Growing Rapidly and Larger Runways Needed, Story Says

WANTS TO BUILD ANOTHER HANGAR

Goodwin Asks Report on Revenues from Use of Field

Recommendation that the city appropriate \$150,000 for construction work at the municipal airport this year was made to the City Council last evening in a communication from City Manager Stephen B. Story, which was referred by Mayor Wilson to the finance committee.

Mr. Story points out that the "use of the airport is growing so rapidly that it is imperative that we complete some of the work on the runways," and he adds that the increasing use of larger planes necessitates the enlargement of the runways for landing and taking-off.

Goodwin Asks Revenue Statement Councilman Harry C. Goodwin asked that Mr. Story prepare for him a statement of the financial return to the city from the improvements already made at the field and a statement as to the probable use of the improvements that are proposed in the communication. He asked that the Western Colonial Airways be requested to state authoritatively when they will use the field for larger passenger craft, and just what they intend to do with reference to the airport. Mr. Goodwin explained that he took this stand because he felt that the original investment was made largely as an accommodation for the Western Colonial Airways, and he wanted some information from them before voting on Mr. Story's proposal. Mr. Story remarked that the use of the field was not restricted to the airways.

The City Manager's communication follows:

The use of the airport is growing so rapidly that it is imperative that we complete some of the work on the runways. You will recall that last year I called for the construction of a new runway on the east side of the field, with the provision that the extension be made to the east side of the field. It is interesting to note that there has been no occasion during the past year when the condition of our runways was such that the planes landing and taking-off at the field were in any danger on account of the runways. This cannot be said for many of the other municipal airports in New York State, and demonstrates the value of our building our runways with a heavy stone base and commending to you that an appropriation of one hundred fifty thousand dollars (\$150,000) be made for construction work at the airport during 1929.

Refers to Aviation Show

Additional impetus to improvements at the airport is given by the intention of the Exposition Association to hold an aviation show in September. We would do all that we can to have our airport in first-class shape for this event.

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Council Will Ask Governor for Hearing on Port Bill

Transactions of City Council at Meeting Last Evening

By HIRAM MARKS

Business transacted by the City Council last evening included the following:

Adopted by vote of six to three resolution requesting a hearing before Governor Roosevelt on Monroe County Port Authority bill and directing Vice-Mayor Isaac Adler and Corporation Counsel Clarence M. Platt to appear in opposition to it.

Received a communication from City Manager Stephen B. Story requesting appropriation of \$150,000 for additional construction at municipal aviation field also for an appropriation of \$100,000 for new locker house at golf links at Genesee Valley Park and for two refectories in that park.

Petitions filed for Broad Street extension ordinance; Monroe Avenue widening and resurfacing from Field Street to city line, and hearing on Cumberland Street extension postponed for two weeks to enable property owners to continue negotiations to reduce cost of project.

New height and area ordinance which will enable construction of apartments in East Avenue as far as Portmouth Terrace introduced and referred to committee for public hearing.

Introduction of ordinance for new approaches and widening of Smith Street preparatory to the construction of eighty-foot bridge.

Authorized the appropriation of \$225,000 for additions to the city sewage disposal system, which when completed will provide for the treatment of 97 per cent. of sewage.

Received remonstrance against the closing of Ames Street in conjunction with subway construction and received resolution for the establishment of ambulance substation in the northeast section of the city and the establishment of playground and branch library in Central Park, near Union Street.

Authorized the renewal of contracts with four hospitals for the care of indigent sick during 1929 at a cost not exceeding \$100,000.

Held extended hearing on the ordinance regulating the use of the public market, with nearly two hundred people in attendance.

Completed a large volume of business with reference to land purchase, local improvements, and other municipal activities.

Broad Street Extension Petition Goes to Council

A petition for the extension of Broad Street eastward to Chestnut Street was submitted to the City Council last evening by Councilman Harry C. Goodwin. It was referred by Mayor Wilson to City Assessor George C. Taylor for certification to determine whether the requisite number of owners of property in the benefiting area have subscribed to it. Councilman Goodwin obtained the petition from the Business District Improvement Association and if the certification is made by Mr. Taylor it will be compulsory, under the city charter, for Harold W. Baker, commissioner of public works, to prepare an ordinance for the improvement.

The ordinance after preparation could be referred to the Local Improvement Committee, of which Councilman Nelson A. Milne is chairman. Mr. Goodwin said he

was confident that sufficient sentiment would be expressed at the hearings that are prescribed for improvement measures to justify a favorable report bringing the measure before the Council for a vote. His move to obtain the passage of a resolution directing the preparation of the ordinance was defeated because some of the councilmen felt that the drafting on the measure should wait on the formulation of the city plan, which is being expedited under the direction of City Manager Story.

Monroe Improvement Wanted Councilman Goodwin also filed a petition from a group of property owners for the asphalt resurfacing of Monroe Avenue from Field Street to the city line. This petition was referred by Mayor Wilson to Commissioner Baker for ordinance.

Continued on Page 14

COUNCILMEN DIVIDE 6-3 ON PROPOSAL

No Demand by Public for Measure, Says Resolution

PLATT TO REQUEST GOVERNOR TO ACT

Milne, Guzzetta, Duran Against Discussion of Proposition

By a vote of six to three the City Council last evening adopted a resolution directing Corporation Counsel Clarence M. Platt to secure a hearing before Governor Roosevelt on the Monroe County Port Authority bill and to express the opposition of the city to the legislation. The resolution, introduced by Vice-Mayor Isaac Adler, chairman of the Law Committee, provided for the appearance of Mr. Platt before Governor Roosevelt, if the hearing is granted, but Councilman Harry C. Goodwin moved an amendment that Vice-Mayor Adler, also be requested to appear. When the amendment was proposed Mr. Adler said that he would gladly comply with it as he desired to do everything possible to defeat the bill for the reasons outlined in the resolution.

In the voting when the amendment and the resolution was put by Mayor Joseph C. Wilson opposition to both proposals was expressed by Councilman William F. Duran, Joseph Guzzetta and Nelson A. Milne. The resolution and its amendment was supported by Mayor Wilson, Vice-Mayor Adler, Councilman Edward P. Flynn, Harry C. Goodwin, Louis Foulkes and Chester A. Peake.

No Tax Limitation The resolution sets forth among other things that the Port Authority Commission established by the legislation has no limitation on the amount of taxes it may impose and although the city contributes about 80 per cent. of the tax it has no apportionment power of any of the commissioners.

The resolution follows: Whereas the Monroe County Port District Bill has been passed by the Legislature without any public discussion or consideration thereof by the people of Rochester, and the people of this city or county, and Whereas, the creation of such district appears to be an unnecessary and uncalculated, especially in view of the recent appointment of a harbor advisory board to study the question of a port of Rochester, and Whereas, the proposed bill creates a commission of seven members, of whom six are to be appointed by the Board of Supervisors, and none by the City of Rochester, although the city will be called upon to pay at least 80 per cent. of the cost, and Whereas, serious objections to the bill are presented, and Whereas, the bill gives the Commission power to determine the amount to be raised by tax in the City of Rochester and the town of Monroe County for the work of the Commission and contains no limitation upon the amount of taxes which may be imposed, and Whereas, other serious objections exist to said bill, be it Resolved: That the Corporation Counsel be directed to secure if possible a hearing upon said bill before its introduction, and to express the opposition thereto.

New Smith Street Bridge Easements Before Council

A resolution providing for the purchase of land needed for the change in the approach to the Smith Street bridge and for the easements and property acquired for an 80-foot bridge, rather than the narrow present structure, was introduced in the City Council last evening by Councilman William F. Duran and Nelson A. Milne. It was referred to the Public Works and Engineering Company for consideration.

Draught changes are made under the plan for the approaches to Smith Street bridge, which will be among the first of the river bridges to be reconstructed. Test-

ings of the foundations and preliminary work has been made under the direction of Harold W. Baker, commissioner of public works.

At State Street the approach will be in two streets to be cut off at angles, one reaching White Street, and the other State Street, providing for a double entry to the bridge to relieve the heavy congestion now existing at Lyell, Smith and State Streets. At the St. Paul terminus of Smith Street there will be an extension connecting Lowell Street and another reaching St. Paul, which will relieve the congestion at that end.

Ambulance Station Asked for Northeastern Section

Establishment of an ambulance station in the northeastern section of the city to provide for the earliest attention to emergency cases, was proposed to the City Council last evening by Councilman Joseph L. Guzzetta. He said that this section of the city was the most populous, and he suggested that City Manager Story make an inquiry to determine the feasibility and cost of establishing a substation with a few cots, in charge of a physician, and with an ambulance available so that time would be saved in cases of accident, which the Councilman expressed the opinion were most frequent in that section.

On the motion of Councilman

Goodwin, the matter was referred to the public welfare committee. Vice-Mayor Adler expressed himself as much in sympathy with the suggestion of Dr. Guzzetta, but said that an inquiry should be made to determine the best location, and whether the substation should be established.

Councilman Guzzetta also requested Mr. Story to look into the matter of establishing a playground and branch public library near Central Park and North Union Street. He said that this section is in need of such facilities, and under the resolution, the committee will study these suggestions and make recommendations to the Council and Mr. Story.

Quarter Million Provided for Sewage Disposal Work

Upon the favorable report of the finance committee signed by Mayor Wilson, Vice-Mayor Adler and Councilman Edward P. Flynn the council by unanimous action last evening authorized the appropriation of \$225,000 to enable Harold W. Baker, commissioner of public works to carry out the sewage disposal improvements which when completed to provide for treatment of 97 per cent. of the sewage of the city will eliminate so far as the Genesee River. The finance committee also approved the compensation of \$3,800 for Metcalf & Eddy for their work in conjunction with the investigation into the sewage question and the council authorized the payment.

Councilman Milne filed a remonstrance against the closing of Ames Street on behalf of a number of property owners in that vicinity.

Fills Vacancy The appointment of Wesley M. Angle, vice-president of the Stromberg-Carlson Telephone Manufacturing Company, as a commissioner of Brown's race to fill a vacancy caused by the death of George Moyley was proposed by Vice-Mayor Adler and approved unanimously by the council.

The council adopted after favorable report by Councilman Milne, chairman of the local improvement committee, the ordinance for the care and embellishment of Brown's race, at an estimated cost of \$3,000; the ordinance for the asphalt pavement, walks and sewer in Greeley

Improvements Proposed Councilman Louis S. Foulkes introduced local improvement ordinances for an asphalt pavement in Stuart Alley and a concrete pavement in the same alley and they were referred to committee for consideration. Councilman Milne introduced an ordinance for amending the Harbor and Victoria Streets sewer, and for a cinder pavement and walks and grading in Emerson Park. Councilman Penke introduced ordinances for asphalt pavements in Avon Place and Walter Park.

Councilman Duran filed petitions for walks and grading in Darrow Street and walks and pavement in Municipal Drive and Aithen Street. Councilman Foulkes filed a petition for a Willite or asphalt pavement in Melville Street and Councilman Milne filed petitions for the improvement of Craig Street and for a concrete pavement in Kingsley Road.

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It was rejected by a vote of more than five-to-one.

There are 395 cities in the United States under the manager plan. It is worth noting that when an effort is made to get them to return to the mayor-council plan they almost invariably say No in just about the same tone of voice. About the only exceptions are cases in which the old political crowd, after winning the council, have boldly picked a party henchman for manager.

1,000 TREES TO BE PLANTED BY CITY FORESTER

Maples and Elms 8 to 10 Years Old To Be Planted in Residential Streets in Next Six Weeks.

Streets of Rochester will be bordered with more than 1,000 new trees in the next six weeks, it is planned by the forestry department.

City Forester Thomas P. Maloy said today the spring planting will probably start next week.

The trees to be set out are Norway maples and American elms between 8 and 10 years old. They will be distributed uniformly throughout the city, going mostly into new subdivisions, partly into streets that have never had sufficient planting or in which old trees have died or have been removed.

About 1,000 to 1,200 young trees are set out every Spring under supervision of the city forester in charge of the program to establish planting in all the city's residential streets. The bulk of this spring's planting will be of trees purchased locally.

The trees are 8 to 10 feet in height and will grow rapidly, Mr. Maloy said. Though maples and elms in the sunshine are already opening their buds, those in the shade are as yet backward and probably will not bud for six weeks. Since these trees can be set out successfully only before they bud in the Spring, all the city's planting must be done within six weeks.

Under the present system property owners are required to pay for trees set on their properties.

Nier To Ask Council For \$100,000; Plans Elaborate Structure

Two-Story Building With Wide Veranda and 1,600 Lockers Projected at Genesee Valley Park Course—Immediate Action Hoped For.

Rochester municipal links golfers will be palatially housed at Genesee Valley Park this Summer, if Safety Commissioner George J. Nier has his way.

Mr. Nier will ask the council tonight for an appropriation of \$100,000 for the erection of a clubhouse at the park. Under the plans drawn up, the building will have 1,600 lockers which will be rented, space for refreshment bar and office, a wide veranda and will be two stories in height. It is possible that these plans may be somewhat modified.

As a matter of fact, many golfers have pointed out that there has been urgent need for some sort of a municipal golf clubhouse for several years with the tremendous increase in the popularity of the game in Rochester.

They say that Rochester was one of the first cities in the United States to have a public golf course, but that for many years it was content with having done this and little or nothing was done to improve the course or add new ones.

In 1923 the fee system went into effect and since that time the profits which have been made by the Bureau of Parks on golf fees have amounted nearly to \$32,000.

Goodwin Expected To Move Tonight In Broad St. Extension

A fresh move in the fight for Broad Street extension is foreseen in City Council meeting tonight when Councilman Harry C. Goodwin will ask for consideration of a new street from South Avenue to extend only as far east as Chestnut Street.

Hitherto the impression has been that the proponents of the scheme urged putting Broad Street all the way through to Alexander Street. The lesser project, Mr. Goodwin thinks, may engender more favorable attention at the hands of councilmen who previously have twice balked his efforts.

The Business District Improvement Association, which is behind the movement, put into Councilman Goodwin's hands this afternoon petitions signed by what they intimated was a majority of property owners in the district affected, asking a local improvement ordinance for the project.

They represent an ownership of more than 6,000 feet assessable frontage between South Avenue and Chestnut Street, it was said. It has developed, however, upon actual measurement, that this is not a majority of the frontage owned. Assessable frontage measures about 17,000 feet.

Debate On Creation Of Port Authority Heard At Chamber

Harry J. Bareham, Sponsor of Cilano Bill, Meets City Council Members Who Oppose It to Air Arguments Pro and Con Before the Committee.

Opposing forces in the argument over creation of a Monroe County Port Authority, as provided for in the Cilano bill now before Governor Roosevelt, met each other face to face this noon before an audience of Chamber of Commerce trustees.

The sponsor of the bill, Harry J. Bareham, treasurer of the Republican County Committee, was there, as well as those leading the fight against it, members of the City Council.

City Manager Story was expected to be present, and members of his recently appointed City Harbor Advisory Board, who are also opposing the bill.

Arguments for and against the measure were voiced and chamber trustees piled the speakers with questions asked in their inter-

TO IMPROVE NEW AIRPORT

Use Growing Rapidly and Larger Runways Needed, Story Says

WANTS TO BUILD ANOTHER HANGAR

Goodwin Asks Report on Revenues from Use of Field

Recommendation that the city appropriate \$150,000 for construction work at the municipal airport this year was made to the City Council last evening in a communication from City Manager Stephen E. Story, which was referred by Mayor Wilson to the finance committee.

Mr. Story points out that the "use of the airport is growing so rapidly that it is imperative that we complete some of the work on the runways," and he adds that the increasing use of larger planes necessitates the enlargement of the runways for landing and taking-off.

Goodwin Asks Revenue Statement
Councilman Harry C. Goodwin asked that Mr. Story prepare for him a statement of the financial return to the city from the improvements already made at the field and a statement as to the probable use of the improvements that are proposed in the communication. He asked that the Western Colonial Airways be requested to state authoritatively when they will use the field for larger passenger craft, and just what they intend to do with reference to the airport. Mr. Goodwin explained that he took this stand because he felt that the original investment was made largely as an accommodation for the Western Colonial Airways, and he wanted some information from them before voting on Mr. Story's proposal. Mr. Story remarked that the use of the field was not restricted to the airways.

The City Manager's communication follows:
The use of the airport is growing so rapidly that it is imperative that we complete some of the work on the runways. You will recall that our plan last year called for the stone base and cinder top on certain of the runways, with the provision for their extension in the future. The increased production of large ships with great carrying capacity, such as the tri-motor Ford planes, means that the field is going to be used to an increased extent by ships requiring long runways for landing and taking-off. About one hundred twenty thousand dollars (\$120,000) will be sufficient to do all of the work which we can undertake this year, and should put out field in excellent shape as far as the runways are concerned.

There is already a demand for additional hangar space, and we are able to rent a new hangar at a rental charge as soon as it can be constructed to cover its carrying capacity and put in use. This hangar should be of a wider span and with increased head-room to provide for the largest type of planes now in use. The estimated cost of the hangar is about thirty thousand dollars (\$30,000).

It is interesting to note that there has been no occasion during the past year when the condition of our runways was such that the planes landing and taking-off at the field were in any danger on account of the runways. This cannot be said for many of the other municipal airports in New York State, and demonstrates the value of our building the run-cinder top. Accordingly, I am recommending to you that an appropriation of one hundred fifty thousand dollars (\$150,000) be made for construction work at the airport during 1929.

Council Will Ask Governor for Hearing on Port Bill

Transactions of City Council at Meeting Last Evening

By HIRAM MARKS

Business transacted by the City Council last evening included the following:

Adopted by vote of six to three a resolution requesting a hearing before Governor Roosevelt on Monroe County Port Authority bill and directing Vice-Mayor Isaac Adler and Corporation Counsel Clarence M. Platt to appear in opposition to it.

Received a communication from City Manager Stephen E. Story requesting appropriation of \$150,000 for additional construction at municipal aviation field also for an appropriation of \$100,000 for new locker house at golf links at Genesee Valley Park and for two refectories in that park.

Petitions filed for Broad Street extension ordinance; Monroe Avenue widening and resurfacing from Field Street to city line, and hearing on Cumberland Street extension postponed for two weeks to enable property owners to continue negotiations to reduce cost of project.

New height and area ordinance which will enable construction of apartments in East Avenue as far as Portsmouth Terrace introduced and referred to committee for public hearing.

Introduction of ordinance for new approaches and widening of Smith Street preparatory to the construction of eighty-foot bridge.

Authorized the appropriation of \$225,000 for additions to the city sewage disposal system, which when completed will provide for the treatment of 97 per cent. of sewage.

Received remonstrance against the closing of Ames Street in conjunction with subway construction and received resolution for the establishment of ambulance substation in the northeast corner of city and the establishment of playground and refectories at one of our city parks near Union Street.

Adopted by vote of six to three a resolution regulating the use of the city's public buildings and the building and zoning regulations.

Adopted by vote of six to three a resolution authorizing the City Manager to make a study of the city's public buildings and the building and zoning regulations.

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COUNCILMEN

DIVIDE 6-3 ON PROPOSAL

No Demand by Public for Measure, Says Resolution

PLATT TO REQUEST GOVERNOR TO ACT

Milne, Guzzetta, Duran Against Discussion of Proposition

By a vote of six to three the City Council last evening adopted a resolution directing Corporation Counsel Clarence M. Platt to secure a hearing before Governor Roosevelt on the Monroe County Port Authority bill and to express the opposition of the city to the legislation. The resolution, introduced by Vice-Mayor Isaac Adler, chairman of the Law Committee, provided for the appearance of Mr. Platt before Governor Roosevelt, if the hearing is granted, but Councilman Harry C. Goodwin moved an amendment that Vice-Mayor Adler also be requested to appear. When the amendment was proposed Mr. Adler said that he would gladly comply with it as he desired to do everything possible to defeat the bill for the reasons outlined in the resolution.

In the voting when the amendment and the resolution were put by Mayor Joseph C. Wilson opposition to both proposals was expressed by Councilman William F. Duran, Joseph Guzzetta and Nelson A. Milne. The resolution and its amendment was supported by Mayor Wilson, Vice-Mayor Adler, Councilmen Edward P. Flynn, Harry C. Goodwin, Louis Foulkes and Chester A. Peake.

No Tax Limitation
The resolution sets forth among other things that the Port Authority Commission established by the legislation has no limitation on the amount of taxes it may impose and although the city contributes about 80 per cent. of the tax it has no appointment power of any of the commissioners.

The resolution follows:
Whereas the Monroe County Port Authority bill has been passed by the Legislature without any public discussion or due consideration thereof by the people of Rochester or Monroe County and whereas the bill is on the part of the people of this city or county, and

Whereas the creation of such district appears to the Council unnecessary and unneeded for, especially in view of the recent appointment of a Harbor Advisory Board to study the question of a port of Rochester, and whereas the proposed bill creates a commission of seven members, of whom six are to be appointed by the Board of Supervisors, and none by the City of Rochester, although the tax will be levied upon to pay at least 80 per cent. of the cost, and

Resolved, that the extreme cost of this improvement at this time will undoubtedly tend to hold up and forestall other more important and necessary at this time to relieve our ever-increasing traffic congestion.

We respectfully recommend your holding up this improvement for the time being at least.

New Smith Street Bridge Easements Before Council

A resolution providing for the purchase of land needed for the change in the approach to the Smith Street bridge and for the easements and property acquired for an 80-foot bridge, rather than the narrow present structure, was introduced in the City Council last evening by Councilman William F. Duran and Nelson A. Milne. It was referred to the Public Works and Engineering Company for consideration.

Drastic changes are made under the plan for the approaches to Smith Street bridge, which will be among the first of the river bridges to be reconstructed. Test-

ings of the foundations and preliminary work has been made under the direction of Harold W. Baker, commissioner of public works.

Ambulance Station Asked for Northeastern Section

Establishment of an ambulance station in the northeastern section of the city to provide for the earliest attention to emergency cases, was proposed to the City Council last evening by Councilman Joseph L. Guzzetta. He said that this section of the city was the most populous, and he suggested that City Manager Story make an inquiry to determine the feasibility and cost of establishing a substation with a few cots, in charge of a physician, and with an ambulance available so that time would be saved in cases of accident, which the Councilman expressed the opinion were most frequent in that section.

On the motion of Councilman Goodwin, the matter was referred to the public welfare committee. Vice-Mayor Adler expressed himself as much in sympathy with the suggestion of Dr. Guzzetta, but said that an inquiry should be made to determine the best location, and whether the substation should be established.

Councilman Guzzetta also requested Mr. Story to look into the matter of establishing a playground and branch public library near Central Park and North Union Street. He said that this section is in need of such facilities, and under the resolution, the committee will study these suggestions and make recommendations to the Council and Mr. Story.

Quarter Million Provided for Sewage Disposal Work

Upon the favorable report of the finance committee signed by Mayor Wilson, Vice-Mayor Adler and Councilman Edward P. Flynn the council last evening authorized the appropriation of \$225,000 to enable Harold W. Baker, commissioner of public works to carry out the sewage disposal improvements which when completed to provide for treatment of 97 per cent. of the sewage of the city and will eliminate so far as the city is concerned the pollution of the Genesee River. The finance committee also approved the compensation of \$3,800 for Metcalf & Eddy for their work in conjunction with the investigation into the sewage question and the council authorized the payment.

Councilman Milne filed a remonstrance against the closing of Ames Street on behalf of a number of property owners in that vicinity.

Fills Vacancy
The appointment of Wesley M. Angle, vice-president of the Stromberg-Carlson Telephone Manufacturing Company, as a commissioner of Brown's case to fill a vacancy caused by the death of George Moirley was proposed by Vice-Mayor Adler and approved unanimously by the council.

The council adopted after favorable report by Councilman Milne, chairman of the local improvement committee, the ordinance for the care and embellishment of Brown's case, at an estimated cost of \$3,000, for the ordinance for the asphalt pavement, walks and sewer in Greeley Street, at an estimated cost of \$23,200; the asphalt pavement, walks and sewer in Iroquois Street, at an estimated expense of \$15,500, and the South Avenue district sewer, at a cost of \$32,700.

Councilman Guzzetta also requested Mr. Story to look into the matter of establishing a playground and branch public library near Central Park and North Union Street. He said that this section is in need of such facilities, and under the resolution, the committee will study these suggestions and make recommendations to the Council and Mr. Story.

Councilman Duran filed petitions for walks and grading in Darrow Street and walks and pavement in Municipal Drive and Atthen Street. Councilman Foulkes filed a petition for a Willet asphalt pavement in Melville Street and Councilman Milne filed petitions for the improvement of Craig Street and for a concrete pavement in Kingsley Road.

New Zoning Regulation Bill Introduced in City Council

The new zoning ordinance under which it is expected it will be possible for apartments to be erected in East Avenue, as far as Portmouth Terrace, was introduced in the City Council last evening by Councilman Chester A. Peake, and was referred by Mayor Wilson to the city planning and zoning committee.

Public hearings will be conducted on the measure, Councilman Peake, who is chairman of the committee, announced.

The ordinance has been the subject of the inquiry by city officials in conjunction with Edward Bassett, who was instrumental in the preparation of the height and area ordinance in New York City. One of the features of the program for municipal achievement outlined by City Manager Story was the modernizing of the building of the building and zoning regulations. More than a year has been consumed in the study, and the ordinance is intended to reflect the most advanced thought on this subject.

If apartments are to be erected in East Avenue, the zoning ordinance provides for rigid regulations governing their appearance, location on the lot, and size. It is expected that the public hearings will be attended by a large number of persons who wish to be heard on phases of the new zoning regulations.

Upon the favorable report of the finance committee, read by Vice-Mayor Adler, the council authorized City Manager Story to enter into contracts with the General, St. Mary's, Highland, and Genesee Hospitals for the care of the indigent sick for the present year at a cost not exceeding \$100,000. Mr. Story was also authorized to enter into a contract with the University of Rochester for the services of a neuro-psychiatrist in conjunction with the Bureau of Health at a cost not exceeding \$6,725.

Mr. Story read to the Council a communication from the City Planning Commission approving William R. B. Widening, Councilman Milne filed a petition giving permission to the Monroe Union Oil Company to construct a pipeline across Cairn Street, and it was referred to the public works and engineering committee.

Verbal Vegetables Fly Fast at Market Dispute Hearing

Conditions in the Public Market as relating to the competition between the transient dealers and the commission men were discussed for one and one-half hours last evening before the law committee of the City Council, which took high controversial question under deliberation after a maze of argument was advanced by attorneys and representatives of the commission men as well as the dealers.

Vice-Mayor Isaac Adler, chairman of the committee, presided and Councilman Harry C. Goodwin and Edward P. Flynn, the two other members, joined in the many questions to determine whether there was any common ground for settlement.

1926 Ordinance Invoked

The matter goes to the regulatory phases of an existing ordinance, adopted in 1926, which prevents the dealers from handling food-stuffs raised outside of New York State on the market in competition with the commission men. The principal argument for the dealers, who represent men who pay a fee of \$100 a year to the city for a stall on the market, was made by Charles E. Bostwick, attorney, and the principal argument for the commission men, those located in permanent buildings abutting the market, was made by Daniel F. Fitzgerald, George West, who made an investigation for the city, and drafted the ordinance which is in effect, and has not been rigidly enforced, was heard, and speaking for the dealers were Isaac Starnsky, Rubin Starnsky, Henry Pulvino, and others. Abraham deSmythe, A. J. Warren and others spoke for the commission men.

The argument of the commission men was directed to the point that the rushing to Buffalo by the dealers to obtain a truckload of Southern or Western fruit or produce in an over supplied market and bringing it to Rochester to be sold on the Public Market, was unfair competition.

The first step of the city administration under the direction of City Manager Stephen B. Story to improve facilities in the parks for the benefit of the people of the community is taken in a communication Mr. Story sent to the City Council last evening requesting an appropriation of \$100,000 to construct a locker house at Genesee Valley Park and to make other improvements in that park.

Mr. Story pointed out that the construction proposed would be self-sustaining, in that the revenues from it would pay for the buildings.

Says Rentals Will Meet Cost

He amplified his formal communication, which was referred by Mayor Wilson to the finance committee, in response to inquiries by Councilman Harry C. Goodwin, pointing out that the revenues would pay for the buildings in six years. He said that the revenues, based on the rental of two-thirds of the 1,600 lockers at \$10 a year.

Plans for the locker house are being prepared by Frank Frey, and they represent the most modern facilities for golfers that have come to the attention of Mr. Story, George J. Nier, commissioner of public safety, and Charles E. Raitt, director of parks. Thousands of persons use the golf links at Genesee Valley Park and besides locker provisions for men and women, there will be shower baths and other conveniences that are found in country clubs and similar buildings.

for Lockers, Retectories at Valley Park

Mr. Story takes the position that golfing is the only form of exercise thousands of citizens have, and the immense investment in the parks can be made more pleasurable for the people by adequate facilities for their comfort and convenience and that the expenditure is not commensurate with the return in service, especially in view of the fact, he points out, that even at what is regarded as nominal rental the lockers will produce a return that will pay the city for its expenditures.

Would Build Two Retectories

His communication follows: "We have been preparing plans for a locker-house at the golf links in Genesee Valley Park to furnish to the users of the golf courses locker service, shower baths, restaurant and general golfing facilities. In addition we propose the erection of a new refectory at the picnic grounds and a smaller refectory at the baseball diamond and the skating rink. These facilities will be self-sustaining, in that the rental from the lockers and the returns from the concessions will more than cover the cost incidental to the construction of the buildings. Accordingly, I am recommending the appropriation by the Council of the sum of one hundred thousand dollars (\$100,000) for the construction and equipment of the above mentioned buildings."

Immediate Action By City-Plan Body Termed Essential

Group Appointed by Manager Story Last August Failing to Carry Through Projected Program of Expansion, Some Members Believe.

By Alice E. K. *Special Staff Writer*

Agitation for some action by the group known as the "Council for the City Plan," appointed last August by City Manager Stephen B. Story, has been started.

This body met several times last fall. It was explained, but when it was just about to embark upon a program of expansion which included an increase in membership and raising money for the employment of a permanent secretary relapse was suffered, it is asserted in some quarters.

Those desirous of seeing the move revived point out that City Manager Story, in his letter to Herman Russell announcing his appointment of such a council, said its purpose was to organize a large, non-political group of leaders in the community to promote interest in the city plan, to acquaint people with it and to defend its execution in the coming years against attack from selfish interests.

They insist that action is now essential, especially as indications point toward the formation of a city plan in the near future and announcement has been made of the expected visit this week in the city of one of the most eminent city planners of the country, Harvard Bartholomew.

Feel Action Should Come at Once

Edward Halbleib, chairman of the Council for the City Plan, feels that its work should be done after the city plan is drawn up and that the city government is proceeding with this work as rapidly as possible.

Others, however, including some members of the Council for the City Plan, are known to feel that action should be taken at once, and that it will be of material assistance to the city administration to have a large, powerful and vigorous group already formed and active before work on the actual drafting of the master plan for the city is begun.

Members of the council, beside Mr. Halbleib, are: Fred S. Miller, Mr. Russell, Gloucester P. Hevenor, H. Hewes Sullivan, Dr. Harvey J. Burkhart, Carl Hallauer and Henry T. Noyes.

Mr. Sullivan, vice-chairman of the council, is also president of the Business District Improvement Association having the same purpose—that of fostering sentiment for a city plan. He emphasized that, although the organization was

SHARP DIVISION OF OPINION ON HARBOR BILL

Sharp division of business as well as political interests promised to accompany whatever action is taken on the Monroe County Port Authority bill, today awaiting Governor Roosevelt's action.

Corporation Counsel Platt, for the City Council, petitioned the governor to call a hearing at which the opposition of the city government, controlled by insurgent Republicans, may be registered.

Indications were the Chamber of Commerce would be heard from, and, of course, the Republican organization of Monroe County, which sponsored the measure in the Legislature.

WANT RIVER HARBOR

Just what stand the chamber would take remained to be determined. The position of the City Council, with its Harbor Advisory Board studying harbor development and including to a river harbor as against Irondequoit Bay development, reflects a chamber stand.

Nevertheless, among the Chamber of Commerce Trustees there are powerful Republican organization influences, likely to present a minority report for the port authority measure, should a majority report be adopted.

The chamber trustees, after hearing Harry J. Braham, Republican county chairman, and Monroe legislators speak for the measure and representatives of the City Council against it, yesterday named a committee to study the situation. This committee consists of Herbert W. Bramley, Elmer E. Fairchild and Harner Sibley.

FEDERAL AID CERTAIN

The position of the Republican organization speakers was that the port authority bill meant action, which the chamber long has sought, and with Republican representatives at Washington there was almost a certainty of getting federal aid to promote harbor development.

Against the idea of developing Irondequoit Bay, the Chamber recited the arguments of Federal engineers who once surveyed harbor conditions here, that the city was not entitled to harbor development because of its failure to use the river harbor beyond 10 per cent. of its capacity.

COUNCIL OUT IN COLD

The City Council stand, as presented by Mayor Wilson and Vice Mayor Adler, was that the county authorities would dominate a city function if the port authority bill were made a law. This they said should not be, as the city would bear 80 per cent. of the cost of port development.

They also complained against the bill for its failure to show a debt limit. Their biggest protest, however, was political, because the bill gave the supervisors the appointing power of six of the seven commissioners and left the City Council out in the cold with nothing to say.

The essence of a city plan, it is said, is the fixing of certain centers of civic life—industrial, recreational, shopping, business, educational, etc.—and the connecting of them by streets in such a way as to make it easy to get from one to the other. With a city plan the ordered development of the city would be determined so that city improvements, as the money was found for them, would be made in order of their greatest necessity and with a view to the future rather than in haphazard and blind fashion.

Golf Appropriation Practical

New Locker House and Refectories Will Pay for Themselves, Please Many

Asking the City Council for an appropriation of \$100,000 for a locker house at the Genesee Valley Park golf links, and two refectories, City Manager Story says concessions will more than pay the cost of buildings, which will be self-sustaining.

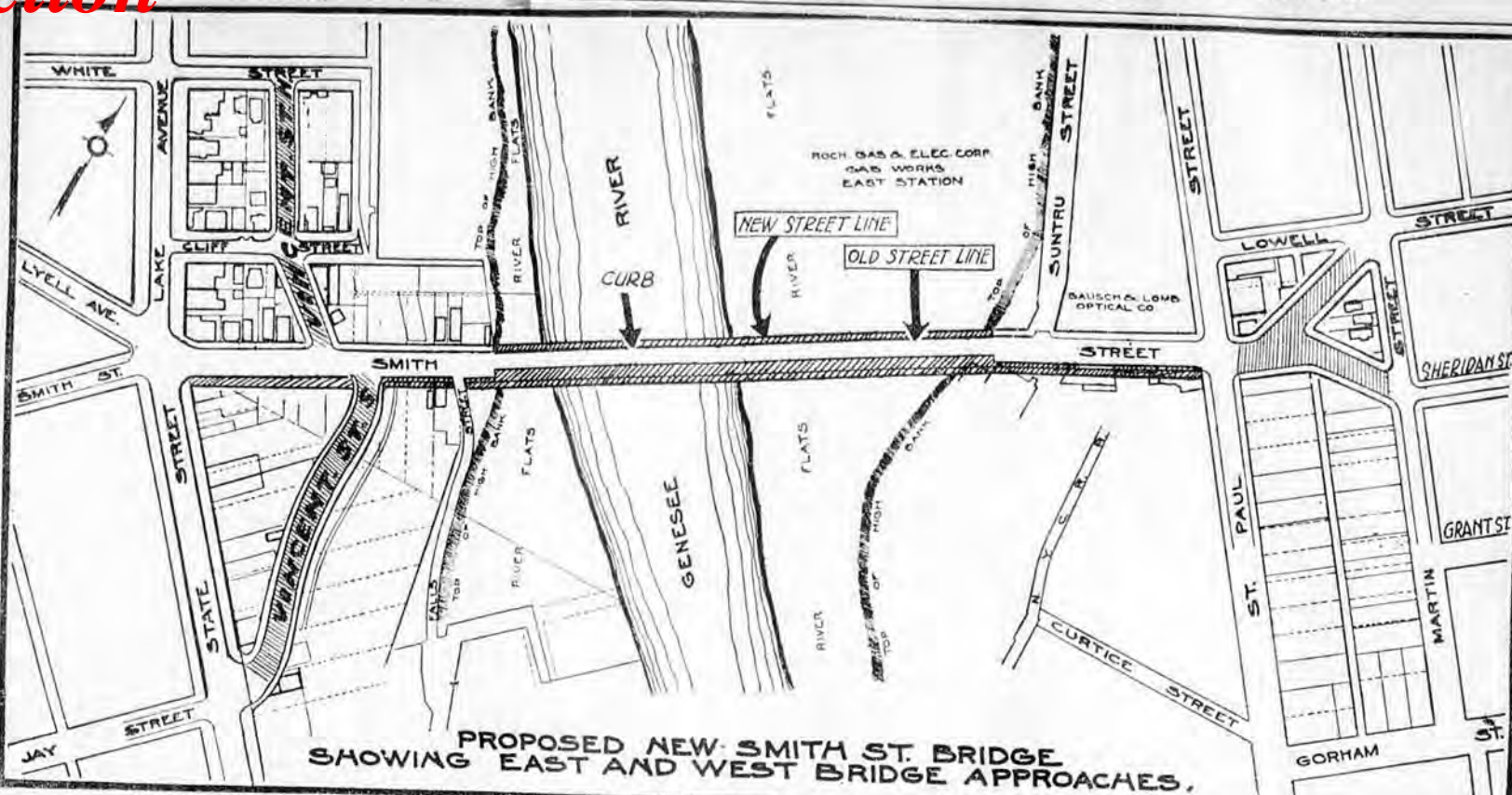
Well, aside from the fact that these conveniences will add to the enjoyment of the thousands who use the parks, the proposal contains that feature which is most rare, but most desirable, in all public improvements, contemplated or made:

It won't cost anything to build or maintain.

There should be no hesitancy in making the appropriation—really, it is only a drawing account—on such terms.

And if the city manager can devise a similar plan for other improvements which the city needs, the work of the city's financial advisory committee will be simplified; the city's financing problem solved.

New Smith Street Bridge Proposed To Lighten Traffic



Plans for elimination of the traffic congestion at the north side of the city over Smith Street Bridge have been given to the Common Council. New streets will be cut through to give more outlets on each side of the bridge. The shaded sections in the drawing show the new streets to be opened and the section of the bridge to be widened. This will relieve traffic from Lake Ave. east and from St. Paul St. west.

NEW SMITH ST. BRIDGE WILL HAVE 4 MORE APPROACHES

That the creation of four new diagonally from Lowell Street on the north and diagonally from Sheridan Street, at its intersection with Martin Street, would join at the intersection of Smith Street and St. Paul Street.

The two new streets on the west side would give diagonal approaches from Jay and State Streets to the south and White Street, at off Lake Avenue on the north, the entering Smith Street west of New York Central siding.

In the east side new connections

ANOTHER STREET LATER

Eventually a new street to the south would be continued to Gorham Street, Mr. Vedder said.

The bridge plans call for a span eighty feet wide, which is again as wide as the present span.

"The new bridge would provide for seven and one-half times as much traffic as is now carried by the old one," said Mr. Vedder. "This should take care of all demands for a period of fifty years, the life of the old bridge."

Improving Municipal Airport

Further improvement of the Rochester Municipal Airport was recommended in a communication to the City Council Monday evening by City Manager Stephen B. Story. He advises borrowing \$150,000 to cover the cost of a new hangar and extension of the runways.

It is gratifying to note use of the airport is growing rapidly and planes of larger capacity are making it a port of call. It will be necessary to meet the requirements of such planes if Rochester is to derive the full benefit of expansion of air transport.

This linking up of the city with air transport lines is the immediate aim of airport improvement. It need not, however, be assumed that the return to the taxpayers will always be of this indirect nature, valuable though the new means of transportation be to a progressive city.

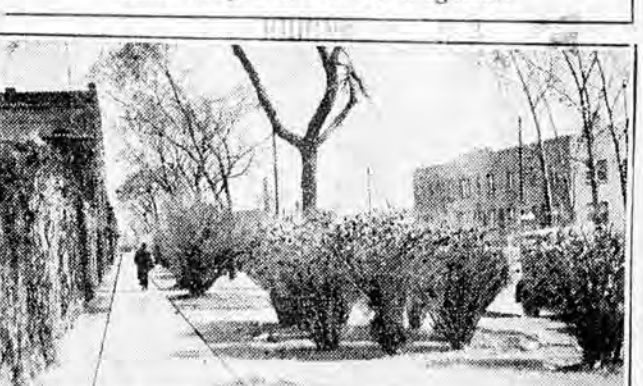
As has been pointed out before in these columns, the railroads originally received large subsidies and the improvement of highways for automobile traffic was undertaken at the expense of the general taxpayer. But for many years now the railroads have been paying large amounts in taxes, and with the passage of the gas tax bill the amount collected from motorists will nearly equal the amount expended for state and county highways.

The day may soon come when air transport will pay taxes, or airports will yield a revenue.

In this connection it might be pointed out that the greatest problem of railroads is expansion of terminal facilities and the same is likely to prove true of air transportation. It would probably prove a good investment to acquire as early and cheaply as possible sufficient land to permit expansion of the field both for landing purposes and for leasing concessions.

Beautifying Business Streets

University Avenue Proves Industry and Fine Landscapes Go Well Together



STREET BEAUTIFIED WITH TREES AND SHRUBS

Presenting the industrial section of University Avenue, with its protected trees and spaces between the curb and sidewalks beautified with shrubs, as a model for other business streets, Thomas P. Maloy, city forester, strengthens with the weight of expert opinion, this conclusion of many laymen: **That destruction of trees in business sections is generally unnecessary, and detracts from, rather than adds to, the value of property.**

"In University Avenue the buildings are properly set back from the street line," said Mr. Maloy. "With fine lawns, shrubs and lanes of trees, this street presents a decided contrast to most of our industrial sections. The section with such treatment becomes an asset, rather than a liability."

In the accompanying picture you see a section of this street in front of the vine-clad walls of the Todd Company's factory building. Stripped of foliage now, these trees and shrubs will soon be adorned in their garments of green, giving shade and beauty to the street.

There is a very genuine value in beauty, and it is evident here.

Can anyone successfully argue that the removal of these trees and shrubs would in any way facilitate business?

That factories beautified in this manner are not detrimental to adjoining residence sections is proved by the fact that fine residences are built up close to this industrial section.

In fact, in this instance, they are beneficial in that they shut off the view of the railroad which is back of them.

Yet, in spite of this example, the first task in some streets where it is planned to transform them from residence to business streets, it to begin the removal of trees.

But that should be the LAST. And it should not be done at all if it can be avoided.

New Zoning Regulation Bill Introduced in City Council

The new zoning ordinance under which it is expected it will be possible for apartments to be erected in East Avenue, as far as Portmouth Terrace, was introduced in the City Council last evening by Councilman Chester A. Peake, and was referred by Mayor Wilson to the city planning and zoning committee.

Public hearings will be conducted on the measure, Councilman Peake, who is chairman of the committee, announced.

The ordinance has been the subject of the inquiry by city officials in conjunction with Edward Bassett, who was instrumental in the preparation of the height and area ordinance in New York City. One of the features of the program for municipal achievement outlined by City Manager Story was the modernizing of the building of the building and zoning regulations. More than a year has been consumed in the study, and the ordinance is intended to reflect the most advanced thought on this subject.

If apartments are to be erected in East Avenue, the zoning ordinance provides for rigid regulations governing their appearance, location on the lot, and size. It is expected that the public hearings will be attended by a large number of persons who wish to be heard on phases of the new zoning regulations.

Upon the favorable report of the finance committee, read by Vice-Mayor Adler, the council authorized City Manager Story to enter into contracts with the General, St. Mary's, Highland, and Genesee Hospitals for the care of the indigent sick for the present year at a cost not exceeding \$100,000. Mr. Story was also authorized to enter into a contract with the University of Rochester for the services of a neuro-psychiatrist in conjunction with the Bureau of Health at a cost not exceeding \$6,725.

Mr. Story read to the Council a communication from the City Planning Commission approving William Milne's petition giving permission to the Monroe Union Oil Company to construct a pipe line across Cairn Street, and it was referred to the public works and engineering committee.

Verbal Vegetables Fly Fast at Market Dispute Hearing

The dealers answered by saying that it was healthy competition against the commission in, and resulted in benefit to the consumers, as the price was controlled.

Mr. Bostwick charged that the commission against the dealers was unconstitutional. Mr. Fitzgerald countered with a decision the Appellate Division, Fourth Department, recently rendered in Rochester, in which he declared that the constitutionality was sustained in a case in Buffalo, paralleling the Rochester situation.

There was spirited, yet friendly argument between the dealers and the commission. The dealers argued that the commission was not a body of experts, and that the market was a free market. The commission argued that the market was a monopoly, and that the commission was a body of experts.

The hearing was held in the City Council Chamber, and was attended by a large number of persons. The hearing was adjourned until next evening.

Additional impetus to improve the market is being given by the commission.

The commission is now in the process of preparing a report on the market. The report will be submitted to the City Council in the near future.

\$100,000 Asked for Lockers, Refectories at Valley Park

The first step of the city administration under the direction of City Manager Stephen B. Story to improve facilities in the parks for the benefit of the people of the community is taken in a communication Mr. Story sent to the City Council last evening requesting an appropriation of \$100,000 to construct a locker house at Genesee Valley Park and to make other improvements in that park.

Mr. Story pointed out that the construction proposed would be self-sustaining, in that the revenues from it would pay for the buildings.

Says Rentals Will Meet Cost

He amplified his formal communication, which was referred by Mayor Wilson to the finance committee, in response to inquiries by Councilman Harry C. Goodwin, pointing out that the revenues would pay for the buildings in six years. He said that the revenues were based on the rental of two-thirds of the 1,600 lockers at \$10 a year.

Plans for the locker house are being prepared by Frank Frey, and they represent the most modern facilities for golfers that have come to the attention of Mr. Story. George J. Nier, commissioner of public safety, and Charles E. Ball, director of parks. Thousands of persons use the golf links at Genesee Valley Park and besides locker provisions for men and women, there will be shower baths and other conveniences that are found in country clubs and similar buildings.

Mr. Story takes the position that golfing is the only form of exercise thousands of citizens have, and the immense investment in the parks can be made more pleasurable for the people by adequate facilities for their comfort and convenience and that the expenditure is not commensurate with the return in service, especially in view of the fact, he points out, that even at what is regarded as nominal rental the lockers will produce a return that will pay the city for its expenditures.

Would Build Two Refectories

His communication follows: "We have been preparing plans for a locker-house at the golf links in Genesee Valley Park to furnish to the users of the golf courses locker service, shower baths, restaurant and general golfing facilities. In addition we propose the erection of a new refectory at the picnic grounds and a smaller refectory at the baseball diamond, the skating rink. These facilities will be self-sustaining, in that the rental from the lockers and the returns from the concessions will more than cover the cost incidental to the construction of the buildings."

"Accordingly, I am recommending the appropriation by the Council of the sum of one hundred thousand dollars (\$100,000) for the construction and equipment of the above mentioned buildings."

Continued on Page 14

Immediate Action By City-Plan Body Termed Essential

Group Appointed by Manager Story Last August Failing to Carry Through Projected Program of Expansion, Some Members Believe.

By Alice E. K. *Special Staff Writer*

Agitation for some action by the group known as the "Council for the City Plan," appointed last August by City Manager Stephen B. Story, has been started.

This body met several times last fall, it was explained, but when it was just about to embark upon a program of expansion which included an increase in membership and raising money for the employment of a permanent secretary relapse was suffered, it is asserted in some quarters.

Those desirous of seeing the move revived point out that City Manager Story, in his letter to Herman Russell announcing his appointment of such a council, said its purpose was to organize a large, non-political group of leaders in the community to promote interest in the city plan, to acquaint people with it and to defend its execution in the coming years against attack from selfish interests.

They urge that action is now essential, especially as indications point toward the formation of a city plan in the near future and announcement has been made of the expected visit this week in the city of one of the most eminent city planners of the country, Harland Bartholomew.

Feel Action Should Come at Once

Edward Halbleib, chairman of the Council for the City Plan, feels that its work should be done after the city plan is drawn up and that the city government is proceeding with this work as rapidly as possible.

Others, however, including some members of the Council for the City Plan, are known to feel that action should be taken at once, and that it will be of material assistance to the city administration to have a large, powerful and vigorous group already formed and active before work on the actual drafting of the master plan for the city is begun.

Members of the council, beside Mr. Halbleib, are: Fred S. Miller, Mr. Russell, Glover P. Heveron, H. Hewes Sullivan, Dr. Harvey J. Burkhardt, Carl Hallauer and Henry T. Noyes.

Mr. Sullivan, vice-chairman of the council, is also president of the Business District Improvement Association having the same purpose—that of fostering sentiment for a city plan. He emphasized that, although the organization was

SHARP DIVISION OF OPINION ON HARBOR BILL

Sharp division of business as well as political interests promised to accompany whatever action is taken on the Monroe County Port Authority bill, today awaiting Governor Roosevelt's action.

Corporation Counsel Platt, for the City Council, petitioned the governor to call a hearing at which the opposition of the city government, controlled by insurgent Republicans, may be registered.

Indications were the Chamber of Commerce would be heard from, and, of course, the Republican organization of Monroe County, which sponsored the measure in the Legislature.

WANT RIVER HARBOR

Just what stand the chamber would take remained to be determined. The position of the City Council, with its Harbor Advisory Board studying harbor development and inclining to a river harbor as against Irondequoit Bay development, reflects a chamber stand.

Nevertheless, among the Chamber of Commerce Trustees there are powerful Republican organization influences, likely to present a minority report for the port authority measure, should a majority report adversely.

The chamber trustees, after hearing Harry J. Braham, Republican county chairman, and Monroe legislators speak for the measure and representatives of the City Council against it, yesterday named a committee to study the situation. This committee consists of Herbert W. Brauner, Elmer E. Fairchild and Harper Sibley.

FEDERAL AID CERTAIN

The position of the Republican organization speakers was that the port authority bill meant action, which the chamber long has sought, and with Republican representatives at Washington there was almost a certainty of getting federal aid to promote harbor development.

Against the idea of developing the river as a whole, the Chamber representatives at Washington there was almost a certainty of getting federal aid to promote harbor development.

The essence of a city plan, it is said, is the fixing of certain centers of civic life—industrial, recreational, shopping, business, educational, etc.—and the connecting of them by streets in such a way as to make it easy to get from one to the other. With a city plan the ordered development of the city would be determined so that city improvements, as the money was found for them, would be made in order of their greatest necessity and with a view to the future rather than in haphazard and blind fashion.



about the port.

Mr. Braham said the supervisors could be relied on to name competent men. He made no bones about claiming credit that the bill belongs to the Republican organization.

"It is an organization measure and the record of the party in the county is convincing that the party can be relied upon to give the city a square deal," he said.

Golf Appropriation Practical

New Locker House and Refectories Will Pay for Themselves, Please Many

Asking the City Council for an appropriation of \$100,000 for a locker house at the Genesee Valley Park golf links, and two refectories, City Manager Story says concessions will more than pay the cost of buildings, which will be self-sustaining.

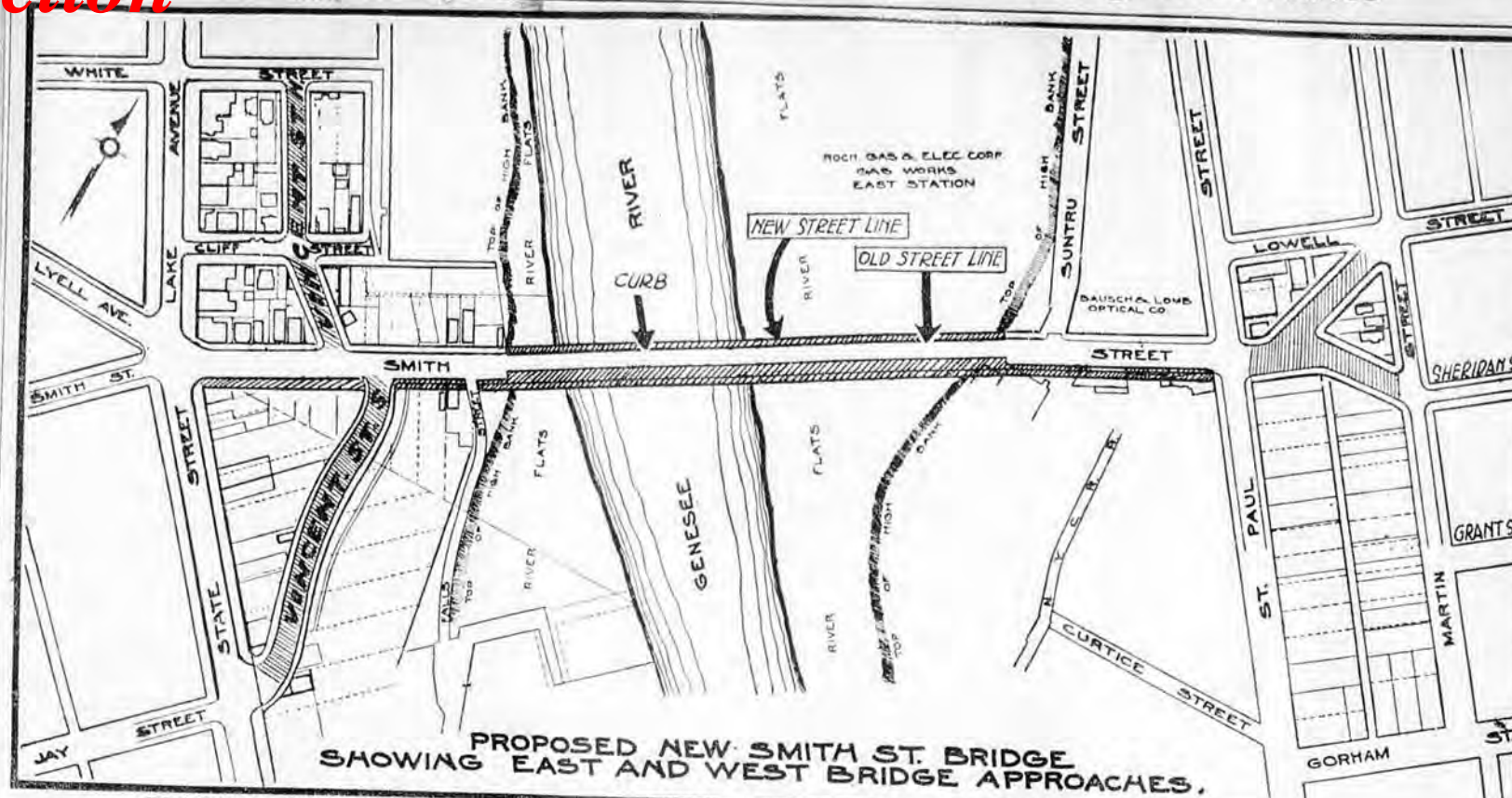
Well, aside from the fact that these conveniences will add to the enjoyment of the thousands who use the parks, the proposal contains that feature which is most rare, but most desirable, in all public improvements, contemplated or made:

It won't cost anything to build or maintain.

There should be no hesitancy in making the appropriation—really, it is only a drawing account—on such terms.

And if the city manager can devise a similar plan for other improvements which the city needs, the work of the city's financial advisory committee will be simplified; the city's financing problem solved.

New Smith Street Bridge Proposed To Lighten Traffic



Plans for elimination of the traffic congestion at the north side of the city over Smith Street Bridge have been given to the Common Council. New streets will be cut through to give more outlets on each side of the bridge. The shaded sections in the drawing show the new streets to be opened and the section of the bridge to be widened. This will relieve traffic from Lake Ave. east and from St. Paul St. west.

NEW SMITH ST. BRIDGE WILL HAVE 4 MORE APPROACHES

That the creation of four new approaches to the Smith Street bridge, to relieve crosstown traffic, could cost more than \$2,000,000, as denied by city officials today.

Arthur L. Vedder, engineer for the City Planning Commission, said no whole project of four new streets and the bridge itself would cost in excess of \$1,500,000.

"The bridge should be built for about \$800,000," he said, "and the land purchased for less than \$200,000."

LANES OUTLINED

The two new streets on the west side would give diagonal approaches from Jay and State Streets to the south and White Street, at off Lake Avenue, on the north. The existing Smith Street west of New York Central siding.

On the east side new connections diagonally from Lowell Street on the north and diagonally from Sheridan Street, at its intersection with Martin Street, would join at the intersection of Smith Street and St. Paul Street.

ANOTHER STREET LATER

Eventually a new street to the south would be continued to George Street, Mr. Vedder said.

The bridge plans call for a span eighty feet wide, which is again as wide as the present span.

"The new bridge would provide for seven and one-half times as much traffic as is now carried by the old one," said Mr. Vedder. "This should take care of all demands for a period of fifty years, the life of the old bridge."

Improving Municipal Airport

Further improvement of the Rochester Municipal Airport was recommended in a communication to the City Council Monday evening by City Manager Stephen B. Story. He advises borrowing \$150,000 to cover the cost of a new hangar and extension of the runways.

It is gratifying to note use of the airport is growing rapidly and planes of larger capacity are making it a port of call. It will be necessary to meet the requirements of such planes if Rochester is to derive the full benefit of expansion of air transport.

This linking up of the city with air transport lines is the immediate aim of airport improvement. It need not, however, be assumed that the return to the taxpayers will always be of this indirect nature, valuable though the new means of transportation be to a progressive city.

As has been pointed out before in these columns, the railroads originally received large subsidies and the improvement of highways for automobile traffic was undertaken at the expense of the general taxpayer. But for many years now the railroads have been paying large amounts in taxes, and with the passage of the gas tax bill the amount collected from motorists will nearly equal the amount expended for state and county highways.

The day may soon come when air transport will pay taxes, or airports will yield a revenue.

In this connection it might be pointed out that the greatest problem of railroads is expansion of terminal facilities and the same is likely to prove true of air transportation. It would probably prove a good investment to acquire as early and cheaply as possible sufficient land to permit expansion of the field both for landing purposes and for leasing concessions.

Beautifying Business Streets

University Avenue Proves Industry and Fine Landscapes Go Well Together

Presenting the industrial section of University Avenue, with its protected trees and spaces between the curb and sidewalks beautified with shrubs, as a model for other business streets, Thomas P. Maloy, city forester, strengthens with the weight of expert opinion, this conclusion of many laymen:

That destruction of trees in business sections is generally unnecessary, and detracts from, rather than adds to, the value of property.

"In University Avenue the buildings are properly set back from the street line," said Mr. Maloy. "With fine lawns, shrubs and lanes of trees, this street presents a decided contrast to most of our industrial sections. The section with such treatment becomes an asset, rather than a liability."

In the accompanying picture you see a section of this street in front of the vine-clad walls of the Todd Company's factory building. Stripped of foliage now, these trees and shrubs will soon be adorned in their garments of green, giving shade and beauty to the street.

There is a very genuine value in beauty, and it is evident here.

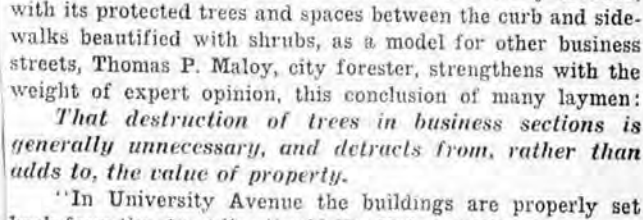
Can anyone successfully argue that the removal of these trees and shrubs would in any way facilitate business?

That factories beautified in this manner are not detrimental to adjoining residence sections is proved by the fact that fine residences are built up close to this industrial section.

In fact, in this instance, they are beneficial in that they shut off the view of the railroad which is back of them.

Yet, in spite of this example, the first task in some streets where it is planned to transform them from residence to business streets, it to begin the removal of trees.

But that should be the LAST. And it should not be done at all if it can be avoided.



STREET BEAUTIFIED WITH TREES AND SHRUBS

CHAMBER NAMES COMMITTEE TO STUDY PORT BILL

Will Confer With Monroe Legislators and, If Necessary, Will Request Governor To Veto Measure

COUNTY, CITY AUTHORITIES, BUSINESS MEN DISCUSS BILL

The Rochester Chamber of Commerce yesterday took a hand in the controversy which has arisen over the Port Authority bill, when it named a committee of three to consult with Monroe County legislators and appear before Governor Roosevelt to ask him to veto the bill, if the committee should deem such action necessary.

Appointment of the committee, consisting of Herbert W. Bramley, Elmer E. Fairchild, and Harper Sibley, followed a spirited meeting at the Chamber yesterday noon, when Monroe County's senators and assemblymen, city officials and Harry J. Bareham, Republican County chairman, sponsor for the port bill, met with Chamber officers, trustees, and members of the Chamber's Port of Rochester committee and committee on municipal taxation.

Roland B. Woodward, executive vice-president of the Chamber, in opening the meeting, reviewed the action of the Chamber for ten years, stating that it had urged repeatedly in that period that the mayors and through them the City Councils, give careful study to the needs and possibilities of lake port development.

"We have brought engineers to Rochester and have arranged conferences between them and the city administrators," said Mr. Woodward. "I regret to say that it was difficult to find a single city official who was 'harbor-minded.'"

Mr. Woodward said that the Chamber had brought the matter before the late Hiram H. Edgerton, Mayor Clarence D. van Zandt, and Mayor Martin E. O'Neill. The first constructive encouragement, said Mr. Woodward, came when City Manager Story and the present Council provided in the city budget for keeping the river open, and appointed a city harbor commission. "Now a bill is prepared and introduced into the Legislature providing for the creation of a County Port Authority," said Mr. Woodward. "This meeting is for the discussion of the bill, its advantages and disadvantages, always, of course, in the light of protection and furtherance of the business interests of Rochester."

Bareham Speaks for Bill

Mr. Woodward called on Mr. Bareham as sponsor of the bill to tell what the bill provides, what it aims to accomplish, and why he believes it is a wise measure.

Mr. Bareham gave it as his view that what benefits the city, likewise benefits the county, and that the measure should therefore include the larger territory in its provisions. The Port Authority would be composed of residents of the county, appointed by the Board of Supervisors, two appointments to be made from the city, Mr. Bareham explained. Establishment of this Port Authority, said Mr. Bareham, will set up a body to deal with the government, for Federal assistance must be forthcoming if constructive work is to be done.

Mr. Bareham spoke of one criticism of the bill: namely, that the Board of Supervisors has the power of appointment, and that, in answer to this, he said, "This is a county matter, and I believe the Board of Supervisors can be trusted to appoint the right people."

At a meeting of the Chamber of Commerce and trustees after the general discussion, it was decided to appoint the committee of three to consult with the representatives in the Legislature and to authorize the committee to appear before the Governor, and, if necessary, to ask him to veto the bill.

What It's All About

Many Rochesterians have been much mystified by recent outbreaks from Rochester's city hall. They hear all of the en-marks of political campaigning although this is only early April. There have been attacks, charges, retractions, retreats, renewed attacks, alibis, claims and braggadocio, and all of the usual tricks of trade known to the advertising profession. To the taxpayer it resembles the yowling of cats in that he has to lie in bed and speculate whether it's a real fight or an affair of the heart. It is neither. It is merely a non-partisan councilman getting ready to run for office next fall.

Let's put it in a nut-shell and then open the nut. With a non-partisan council the individual councilman must advertise himself; he has no party to do it for him. But to put on a "good show" he must fight something. It doesn't particularly matter what. In this case there is one highly inconvenient feature to a pro-story councilman's campaign. The Republican Party in the county of Monroe has not been talking; it has been achieving. There is an implied rebuke in that fact that shows up the story administration in unpleasantly sharp relief. That is why the Republican Party in the county, the Republican county chairman, Republican committeemen and county officials have been made objects of attack. Nobody is "running against" anybody as far as anybody knows. Parties may not nominate councilmen. Councilmen only may nominate themselves.

These pre-seasonal assaults, however, are not in the least dismaying the Republican Party in Monroe County, because we know that nobody was ever able to bury the truth under a mountain of words. The facts are too lively for such a covering. The Republican Party in Monroe County has succeeded in making home-ownership in the villages and townships so attractive that Rochester is losing population to the surrounding communities. Many houses are for rent and for sale in Rochester, but in the villages of the county homes today are not so easy to find. The Republican Party has fostered fine school building in the townships as it has always done in Rochester; it has as every motorist knows developed a splendid highway system. This year Monroe leads the state in the length of new state road building; we have wrenched that out of a Democratically inclined state executive department, and have toed the mark in paying our share of it. We have undertaken an extensive town-county road development. We have started a highly important illumination program for country highways. We have created a county park system that will make Monroe County one of the finest recreational centers in the world, and will give our youth the very widest and finest opportunities for healthy development. We have instituted a county library system that takes a book van to every cross road in the county. We have fought for legislation to care for the teeth of country children. We have done a great amount to foster public health betterment in the townships. We have fought to force the city department of Public Works to stop its foul pollution of our lake front, and we are winning that fight. Our county finances are in excellent condition. We are one of the ten counties in the state that hasn't a single highway bond against it. Our county buildings and departments are capably managed, and our files contain many letters of compliment from state inspectors. We have placed high type men in office and they are serving well and faithfully and perfectly honestly. We are fighting for a port authority bill that will be the greatest measure ever devised for the benefit of Rochester and Monroe County, and we provided for Democratic members of its commission as well as for a personal representative of the governor upon its commission. We are doing this on a small proportionate overhead; business men will know what that means. We are using our own people for our own jobs. We are playing the game as the people want it played, and we are not alarmed by any quantity of talkative non-partisan city councilmen getting ready to nominate themselves for office.

Believes It City Matter

"Rochester has the most vital interest in the development of the port," said Mr. Adler. "The towns on the water front have comparatively little. I believe there is little occasion for any authority beyond the city itself."

He expressed his opinion that the Chamber should go on record as opposed to the Cilano bill as it now stands.

Mr. Woodward called attention to the fact that the Chamber has no political interests, and that its sole purpose in the matter was to study and analyze the bill, and to determine whether or not it would advance the best interests of the community.

Assemblyman Arthur T. Pamenter, author of the bill, was called upon to make any explanations he desired, and he reviewed in general the main provisions of the bill and stated that there was no design in the bill to embarrass the city or to impose any undue obligation.

Councilman Louis S. Foulkes countered with the question that if the matter be a county proposition, as had been previously stated by Mr. Bareham, and Mr. Pamenter, why is the county authorized to specify to the city the amount of money to be collected for the purpose by means of the city tax bill? "Why should it not be levied via the county tax bill?"

Mr. Woodward summed up by expressing the appreciation of the criticism of the bill: namely, that the Chamber executives for the attendance of the city officials and appointing power. In answer to this, he said, "This is a county matter, and I believe the Board of Supervisors can be trusted to appoint the right people."

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Chamber to Oppose Port Bill

Trustees of the Rochester Chamber of Commerce have named a committee of three to appear before Governor Roosevelt and "if necessary ask him to veto the Monroe County Port Authority bill". Herbert W. Bramley leads the committee. Other members are Elmer E. Fairchild and Harper Sibley.

This action on the part of the chamber should be of decided assistance to the city government in opposing the bill at the hearing which the City Council has requested the Governor to grant. It shows that it is not simply a fight on the part of the city administration for prestige or power, but that substantial business interests are opposed to turning over control of port development to a commission appointed by the Board of Supervisors.

Before naming the committee the trustees heard arguments pro and con at a conference attended by City Manager Stephen B. Story and other city officials, as well as by Harry J. Bareham, chairman of the Republican County Committee, and members of the Monroe delegation in the Legislature.

Mr. Bareham, who has backed the bill, asserted that the city has no reason to worry, as the Board of Supervisors could be trusted to appoint the right people to the commission. Perhaps it would, but the fact remains that a body in which the city's representation is far below its proportion of the population and wealth of the county is under this bill given power to name six of the seven commissioners, while the city government is given no voice whatever in their selection.

It is probably not entirely a coincidence that the Republican county organization is credited with the control of the Board of Supervisors.

Mayor Wilson also raised the point that fixing a debt limit should go hand in hand with creation of a port district.

It is reported that sponsors of the bill think they have an ace in the hole in the provision that two of the six commissioners appointed by the Board of Supervisors shall belong to the minority party in the county. In addition, the Governor appoints the remaining commissioner. That would provide for three Democrats on the commission, which is regarded as a tempting bait.

This shrewd political calculation sheds light on the motives behind the bill, which deliberately disregards the city government.

The city will pay most of the cost and should have corresponding recognition, if and when creation of a port district becomes necessary.

Fairness and sound public policy call for a veto of this bill.

At the suggestion of Councilman Adler the council went on record a second time as opposing the port authority bill now before the legislature and voted to have the city corporation counsel ask the governor for a hearing so that the council's views might be heard. The motion was amended by Councilman Goodwin who asked that Mr. Adler, chairman of the finance committee be instructed to accompany the city's legal representative. Adler with a wide grin said that he would be glad to do anything he could to beat the bill.

Guzzetta Asks Ambulance

Councilman Guzzetta surprised some of the administration councilmen by asking that the city take steps to give ambulance and library facilities for the densely populated north east district of the city. He pointed out that an emergency ambulance station should be installed in that quadrant of Rochester as it was too long a run for the ambulances from the presently located institutions. He said that the northeast section had been neglected in the matter of playgrounds and branch libraries for other more favored sections, and said that he had brought the matter up last year and had been promised that some action would be taken. However, he stated that he had seen no evidence of action yet.

Councilman Adler and Goodwin immediately clamored to have the measure put into committee, and declared it a matter of "courtesy."

Councilman Guzzetta said he had no objections to having the welfare committee consider the measure, but he wanted action on it.

New Broad Street Bill

The council received a petition last night from numerous property owners who asked for action upon the extension of Broad street. The petition was laid before the council by Councilman Goodwin who had been outvoted in his last efforts to secure a passage of a motion calling upon the public works department to prepare plans. No vote was taken upon the proposal last night but the matter will come up again for action probably within a fortnight.

Planning, both for a river bridge and of the proposed Smith Street bridge and four new approaches to it published in this newspaper.

Providing a bridge with a span eighty feet wide will give an important avenue for cross-town traffic.

But, fully as important, are adequate approaches, which will make it possible to reach the bridge without the congestion and delay which a less comprehensive plan would impose.

Both Lake Avenue and St. Paul Street are congested now when traffic across the present Smith Street bridge is at its height. What might it become within the fifty years that would be the life of the new bridge?

Proposing that four new streets be cut diagonally to the approaches shows that the engineers who designed this bridge had the foresight to see that possibility; the ingenuity to meet it.

STREET ASKS \$100,000 FOR PARK LOCKERS

Says Golfers Will Pay For It in Term of Six Years

BROAD STREET UP

Goodwin Wants a New Vote on Highway Extension

The Monday evening meeting of the Rochester City Council was featured by a definite promise by the city manager that a \$100,000 locker room to be constructed at Genesee Valley Park would carry itself and pay for itself in six years. The city administration asks the \$100,000 immediately so that construction may be commenced forthwith. A charge of \$10 per person will be imposed for use of the facilities. In addition the city manager declared that he needed \$150,000 for improvement of the airport, stating that the large planes now using the field rendered longer runways necessary. He complimented his administration on its achievements in connection with the field construction, but was asked to give a detailed statement of the financial record of the airport which he promised to produce.

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night. Further improvement of Monroe avenue from Field street to the city line was asked in a petition received from certain Monroe avenue residents. They asked that the highway be resurfaced.

East Avenue Ordinance

An important new ordinance was laid before the council in the form of rearrangement of the zoning regulations as affecting East avenue. The new measure provides for the erection of apartments as far east as Portsmouth Terrace, and will release a large portion of Rochester's most beautiful thoroughfare to new housing developments. The ordinance will rigidly control location and set-back and is counted upon to give a new impetus to building enterprise. The measure has been received with very considerable satisfaction since its announcement. Councilman Chester A. Penke placed the measure before the city.

Huckster Hearing

Hucksters and commission produce dealers battled in a hearing before the council on the subject of the existing regulations controlling the admission on equal terms of produce grown outside New York State. Charles E. Boswick appeared as counsel for the hucksters and asserted that the operation of the ordinance was restrictive and unfair upon the men who pay considerable fees to the city for stall leases in the public market. The commission dealers declared that the shoddy vendors by peddling inferior vegetables constituted unfair competition, and the dealers in turn charged that the \$100 city fee only operated to handicap the direct sellers as against the commission men whose premises are adjoining the public market. The hucksters stated that the competition which was created by their out-of-Rochester purchases was healthy competition and helped keep down prices of local foodstuffs. The matter was taken under advisement by the council.

WEST MAIN ST. ASSESSMENT TO BE PROTESTED

Property Owners To Meet at 8 Tonight To Consider Proposed Street-Widening Ordinance.

Unduly heavy assessment and inequality in the expense of widening Main Street West will be the complaint brought by residents to a protest meeting at 8 o'clock tonight in Liederkranz Hall.

The meeting is occasioned by the ordinance now before City Council seeking the assessment will be \$105 a front foot for property owners and \$100 for the city. The ordinance, according to the city's promise, the stores in the uptown portion of the improvement will receive recompense for their loss in the setback, while residence owners farther down will get no recompense.

Another matter for discussion is the fact that the Joyce Development Corporation went ahead with excavation for a new building line, and all put in a claim for damages to the city in view of a council resolution revoking the building permit. Through an oversight the corporation received a permit to the old street line, and all put in a claim for damages to the city in view of a council resolution revoking the building permit. Through an oversight the corporation received a permit to the old street line, and all put in a claim for damages to the city in view of a council resolution revoking the building permit.

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Culver Road Folk End Battle Against Widening Project

Residents Vote to Dedicate Needed Land if Improvement Cost Is Assessed Against the City at Large—New Ordinance to Be Drawn Up.

One of Rochester's most beautiful boulevards is expected to grow out of the harmonious results of a meeting of Culver Road residents last night at which it was voted to dedicate the necessary property for widening, provided the paying assessment would be distributed over the city at large.

As a result a new amendment to an old ordinance of 1921 for widening the street will be drawn up, and an amendment introduced two weeks ago by Councilman William F. Durnan will be withdrawn. A hearing on the latter amendment, slated for next Monday, will be cancelled.

The ordinance will provide for acquisition of property for making an 80-foot street between Woodman and Norton streets, within the city limits and a 66-foot pavement. The City Planning Commission has evoked a proposition to extend the street eventually as an 80-foot boulevard all the way from East Avenue to Durand-Eastman Park.

The ordinance amendment will be drawn up by Irving I. Geiser, dramatic corporation counsel, who attended the meeting at Culver Hill gasoline station. Mr. Geiser said today it would probably be some time before the measure is ready to go to City Council, as he wants to get signed opinions on proper action is taken.

Dispute Eight Years Old

About 80 per cent of the property owners affected were present last night. Mr. Geiser estimated, and all expressed accord with the idea of dedicating strips of their land for the widening if they were relieved of the paying assessment.

The meeting last night has apparently settled a matter which had been in dispute for eight years. The old ordinance provided for widening to 60 feet. Recently a petition of residents caused Councilman Durnan to submit an amendment for a 66-foot street with a 40-foot pavement.

When the extended boulevard idea was explained to the residents, and they found they might escape bearing the whole cost of the improvement, they rescinded the petition and came to agreement on the provision of the old ordinance. Therefore Mr. Durnan will withdraw his amendment.

Full Width Not Immediately

The new plan does not mean paying to the full width immediately, but merely acquisition of the building line for 80 feet at some time in the future. It provides for a 66-foot pavement, with curbing and sidewalk, filling out the rest of the 80 feet.

In line with the improvement in this section of the city, it is held probable Norton Street paving will be continued to Goodman Street next Spring. The filling over the new sewer in that street will not be sufficiently settled to make paving advisable this year, it was said.

City officials present at the meeting last night were: Mr. Geiser, Councilman Durnan, City Engineer Henry L. Howe, Arthur L. Voster, secretary of the City Planning Commission. All made addresses.

Prize of the Rochester Airport and the staff in charge was voiced today by J. Griswold Webb, New York state senator, who landed here last night when darkness prevented his completing flight to Detroit.

Senator Webb, who will represent New York State at the All-American Air Show in Detroit next week, visited the municipal field here last Summer and departed filled with disgust not only at the field but at having the oil compartment on his plane filled with gasoline, through mistake. His remarks in which he designated the local field as "a large mud hole" received wide publicity.

Today he commented on the field as follows: "I wish to retract any previous remarks which I have made concerning the Rochester airport, and pay compliment not only to the airport but also to field manager Gareth Clark and his staff of assistants on the courtesy and service which they extend to visitors. The Rochester airport has been improved 1000 per cent."

The only fault noticed at the field by Senator Webb was the noticeable lack of hangar space and the crowded condition in the airport building.

Piloting the U. S. Army Curtiss biplane in which Senator Webb took off for Detroit today, was Lieutenant Victor E. Nelson of Miller Field, Station Island. Mrs. Marion N. Crain, executive secretary of the New York State Aviation Commission, was a member of the party.

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New Ordinance to Ask 66-Foot Culver Road

Legislator Withdraws His Previous Attack of Field—Stops in City on His Way to Detroit.

In compliance with the wishes of property owners in Culver Road, Councilman William F. Durnan will introduce an ordinance Monday evening in the City Council providing for an 80-foot boulevard, with a 66-foot pavement. The ordinance previously placed before the Council and scheduled for hearing Monday, provides for a 40-foot roadway, but property owners have expressed their preference for a wider road.

The City Planning Commission has approved the wider boulevard and Councilman Durnan will further it in the Council. The improvement extends from Woodman Road to Norton Street.

Scrubbing Force Begins Task Of Giving City Hall Its First And Only Bath

City Hall is undergoing its first exterior scrubbing since it was built. Workmen have begun the task of giving the building a bath, starting on the Broad Street facade. The sidewalk was roped off beneath their swinging scaffolds to protect passersby from possible falling pieces of masonry dislodged in the process. The stone walls are to be washed and sanded.

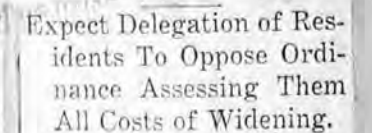
This work will put the Broad Street side in more attractive shape for the coming erection and dedication of Monroe County's memorial to its World War dead. The tablet, for which City Council appropriated \$2,500, will contain more than 500 names and will be unveiled on Memorial Day, according to present plans.

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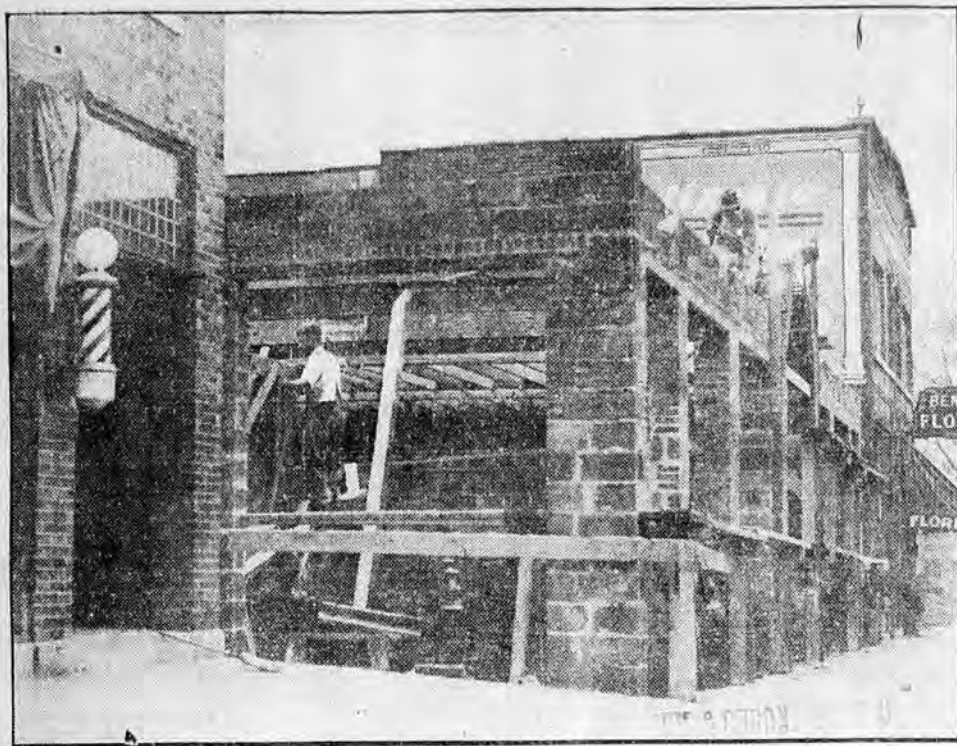
Historic Scrapbooks Collection

Proposing that four new streets be cut diagonally to the approaches shows that the engineers who designed this bridge had the *foresight to see that possibility; the ingenuity to meet it.*

'MAIN STREET' TO APPEAR AT CITY COUNCIL



Decision Near in Main West Widening, Forced As Firm Defies Permit Revocation



Construction of this building by the Joyce Development Corporation has brought to a head the controversy of the Main Street West set back line. The development company, on advice of counsel, is going ahead with its structure notwithstanding that its building permit has been revoked.

Company Ignores City Order, Neighbor on 'Setback' Protests

Action of the Joyce Development Corporation in continuing the construction of a building in Main Street West in defiance of a revocation of the permit by John G. Ellend, superintendent of building, has brought about a crisis in discussion of the widening of that thoroughfare, and it is expected a definite decision will be made by the Council after a delay of approximately ten years.

Main Street West widening has been a problem facing city executives for almost a decade and under direction of City Manager Stephen E. Story the administration has been trying to bring matters to a head.

Ordinance Hearing Monday

Councilman Chester A. Peake has introduced an ordinance in the City Council, which will be up for hearing Monday evening, but property owners are divided in opinion as to its merits. One group favors it and another group, called by Supervisor William J. Callahan of the Eleventh Ward, met last evening and presented against what they term are inequalities in the method of assessment and for payment of parcels acquired for the widening project and formal presentation of the objections will be made at the Council hearing on Monday evening.

Meanwhile Corporation Counsel Clarence M. Platt is studying what advantageous legal action can be taken against the Joyce Development Company. A permit was granted to this company and excavation was made when Smith O'Brien, attorney for Dr. J. E. Dunn, owner of the property immediately adjoining the Joyce development to the west, protested because the building was erected on the old line, causing the dentist's property to be recessed and at a disadvantage.

Under specific instructions from the City Council, Mr. Story directed Superintendent Ellend to revoke the permit. The Joyce Development Company stopped the construction temporarily but continued it several days later under advice of its counsel, James S. Mann, who contended that the city was without authority to revoke the permit. A legal complication is being

Continued on Page 14

OF CHAMBER COMMITTEE

More Time Needed To Study
Port Measure, C. of C.
Group Declares

BAREHAM CO-OPERATES

Legislators Will Be Alert

For a conference today between the Chamber of Commerce and the Port Authority Bill, the Chamber of Commerce has yielded to the desires of the Chamber of Commerce and will ask Governor Roosevelt to veto its own port authority bill.

Increased efficiency in the administration of the Bureau of Charities in the past year, with the co-operation given by the city to private agencies, are commended in a report made by Francis H. McLean, national authority on social welfare work, to the Council of Social Agencies of Rochester.

Herbert W. Bramley was chairman of the committee, other members being Harper, Sibley and Iner E. Fairchild. They wrote to Mr. Bareham declaring that the port authority bill required a detailed study and requested that the matter be held over until the next legislature.

They added that "the introduction of this city upon the prompt need for port development to a much greater degree than heretofore and in this respect constitutes a step toward an accomplishment that we have long desired."

In his formal reply to the letter Harry J. Bareham said:

"I believe that the cause of harbor development is too important to have its beginnings made under the least misunderstanding and in this I am glad to say that our sponsoring legislators, Messrs. Pammenter and Cilano, agree with me."

"I assume that the Chamber of Commerce, in taking the responsibility for advising delay, did so with earnest interest in the welfare of the project which the measure attempts to set in motion."

"Of course we desire and I consider we are entitled to support for such a measure from the commercial interests of Rochester and Monroe County and I believe that this support will not be long in developing."

Action of the administration of the city charities program by Mr. Koeh, in conjunction with Commissioner Nier and City Manager Story, there has been approximately \$150,000 more spent by this bureau in the past year than in any year previously.

Relief to destitute and unfortunate families and hospitalization under city expense of indigent sick has swelled the expenditures by the city. Commissioner Nier has been able by various economies in the Department of Public Safety to save sufficient money so that not only was the additional expenditure made, but the department finished the year with a surplus, and did its part in the program of Mr. Story to reduce appropriations for municipal activities to a minimum consistent with the class of public service that the people of Rochester set for their standard.

This achievement by Commissioner Nier is looked upon as extraordinary, as much of the expenditures in his department is for personal service, and expenditures fixed as salaries remained unchanged.

Should Be Considered Together

It is a very imperfect social engineering just to consider the private agencies by themselves and the public by themselves," writes Mr. McLean. The whole field should be viewed with reference to them all, even recognizing that because the latter responsibilities may be different. To simply transfer increasing blocks of cases to a public department, is no solution.

PORT BILL ASSURED OF DEATH NOW

Republican Organization
Yields to Desires of C.
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To Veto Measure Set-
ting Up Authority.

The Republican organization has yielded to the desires of the Chamber of Commerce and will ask Governor Roosevelt to veto its own port authority bill.

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CITY CHARITY BUREAU GETS HIGH PRAISE

Specialist, After Survey,
Commends Its Increased
Efficiency

SEES 'TRANSFORMATION'

Francis H. McLean and His
Aids Compare Status with
That of 12 Years Ago

Increased efficiency in the administration of the Bureau of Charities in the past year, with the co-operation given by the city to private agencies, are commended in a report made by Francis H. McLean, national authority on social welfare work, to the Council of Social Agencies of Rochester.

Mr. McLean recently completed a comprehensive survey into the welfare agencies in Rochester in collaboration with Miss Rose McLaugh, who was called for the same purpose by the Catholic Charities and Miss Mary E. Lucas, an associate of Mr. McLean.

Bureau's Work Commended

The report has been filed with Oscar W. Kuolt, general secretary of the Council of Social Agencies, and a committee formed to study the recommendations for the betterment of service that Mr. McLean and his associates were expected to suggest.

Mr. Kuolt said that Mr. McLean's findings with reference to the co-operation on the part of the city is the source of much gratification to the members of the Council of Social Agencies. He said that the city under Mr. Story's direction has responded admirably to the opportunity that has been afforded in doing a constructive relief work, and he said that the work toward rehabilitation of families, especially

making cases of indigence out of so-called chronic classification, making it possible for them to be self-sustaining, if not wholly at least partly, has been an outstanding feature of the Bureau of Charities activities.

"The city, under the administration of City Manager Story, Commissioner Nier, and Director Koeh, has not devised its responsibility in any way toward the unfortunate people of this community," said Mr. Kuolt.

McLean said Mr. McLean. "The conditions are plastic, there are unusually cordial relations between a public and private agencies, the public agency has been steadily improving, and is on a modern basis. In no other city does such an opportunity exist."

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Absence Of Trimble Holds Up Opening Of Contractor's Trial

Prosecutor Informs Court Bribery Case
Cannot Begin Without Former City
Inspector, Wanted as Principal
Witness For State.

A missing witness today caused a postponement in the trial in County Court of John Petrossi, contractor, of St. Paul Boulevard, Irondequoit, under indictment for bribery in connection with the execution of city paving contracts, who was scheduled to go on trial today.

The missing witness was Thomas A. Trimble of Brighton, a former city inspector, one of the chief witnesses for the people. It was rumored in the courtroom that Trimble was in Canada visiting a brother and that a deputy sheriff was enroute to try to effect his return.

When the Petrossi case was called, counsel for the defendant, Charles E. Bostwick and Anthony Meell answered ready. Assistant District Attorney Fred S. Holbrook told County Judge Dutcher of Trimble's absence and asked that it be held in place so that Trimble could be tried when Trimble returned.

Trimble was formerly the city inspector in Petrossi's plant. He was entrusted with keeping track of materials sent from the plant by the contractor and was required to make out an original and duplicate slip of materials. The original was sent to the inspector where the materials were taken to be used, and the duplicate was given Petrossi, the people claim.

Soon after Petrossi's arrest, Trimble's connections with the city were severed. He had not been subpoenaed for the trial, it was said. Mr. Holbrook said the state could not proceed with the case without Trimble's testimony.

The specific charge against Petrossi is that he attempted to influence Edward J. Lynd, another city inspector, in the laying of the pavement in Jersey Street on June 11, later paying Lynd \$60 for passing receipts for loads of material which were never delivered.

The defendant is free on \$5,000 bail.

Public Utilities Pay City Taxes For 1929 Totaling \$1,421,414

Seventeen Service Corporations Thus Yield
Approximately Tenth of Municipal Re-
venues This Year—Gas & Electric Cor-
poration by Far the Largest.

Public utilities in Rochester will pay the city this year \$1,421,414.22 in taxes according to figures given out today by George S. Taylor, city assessor.

This represents not quite 10 per cent. of the total taxes of the city.

The franchise and real estate valuations of these 17 utilities amount to \$55,265,646, and the city tax rate this year is \$25.72 a thousand.

The Rochester Gas & Electric Corporation is by far the largest city taxpayer in this group, its share amounting to \$796,046.92 with a total franchise and real estate valuation of over \$30,000,000.

The next largest taxpayer is the New York Central Railroad, paying \$208,680, followed by the New York State Railways, paying \$162,190, and the Rochester Telephone Corporation paying \$111,933.

Utilities which pay the franchise as well as real estate taxes include, beside the above companies, other steam railroads, the Lake Ontario Water Company and the telegraph companies.

The proposed work will be in Lake Avenue from River to Sutson streets, in Atwell Street from Clayton Street to Lake Avenue, in Strohm Street from Clayton Street to Lake Avenue, and in Pollard Avenue from Clayton Street to Lake Avenue, and also in Clayton Street.

Some of these streets have been virtually impassable in wet weather, due to the lack of storm water sewers, and certain obstacles in the way of completing the sewer system at the present time made it dubious that the Charlotte people could look for anything but gravel roads for some time to come. It would be inadvisable to do any paving until new sewers had been laid, it was pointed out.

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'MAIN STREET' TO APPEAR AT CITY COUNCIL

Expect Delegation of Res-
idents To Oppose Ordi-
nance Assessing Them
All Costs of Widening.

Residents of Main Street West are expected to invade City Hall in large numbers tonight and take a considerable voice in the weekly meeting of City Council, when the first hearing is scheduled on the new ordinance for widening of their street.

The delegation is expected to ask that the city at large be assessed for the proposed 10-foot setback on either side, between Broad and York Streets. The residents object to the estimated assessment against them of \$105 per front foot.

The sense of the City Council in making preliminary plans for the new ordinance, asking for early action on an ordinance which provided for setting back the buildings 10 feet, has been that the property owners should bear all the expense incurred in damage to buildings which now encroach over the 10-foot line.

City officials, including Mayor Joseph C. Wilson, expressed an opinion today that establishment of a precedent for charging the cost of such an improvement to the city at large would not meet with public favor.

The outgrowth of a meeting of Culver Road residents last Thursday night will come to light in the Council tonight, it was indicated, in what amounts to a compromise ordinance for widening the thoroughfare. It will ask for widening to 80 feet, with provision for an event-

ual 66-foot boulevard roadway, on the understanding that property owners will deed the necessary property for the widening if the paving cost is assessed against the city at large.

An ordinance introduced two weeks ago by Councilman William F. Duran, providing for a 66-foot street on Culver Road, will be withdrawn in favor of the new ordinance, it is expected, now that property owners have expressed agreement with the land dedication idea.

A new branch for the city library system at Monroe Avenue and Field Street will be asked tonight by City Manager Stephen E. Story, recommending an appropriation of \$100,000. The new building is intended to house the present Monroe Branch Library in the future.

The proposed widening of Hope Avenue with asphalt between Clarissa and Robinson streets, and to substitute the present double street car tracks in that thoroughfare to a single track, will be up for a public hearing tonight.

The sewer situation which the 23d Ward has been facing apparently preventing any early paving on side streets off Lake Avenue, may be smoothed out by an ordinance for which Harold W. Baker, commissioner of public works, will ask tonight. He said a would recommend a storm water sewers and paving for the streets.

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MUNICIPAL GOLF LINKS TO OPEN MAY 1

With a fair amount of dry weather, Rochester's municipal golf links at Genesee Valley and Durand Eastman Parks will open for the season May 1. Miss Gertrude Hartnett, secretary of the Park Bureau, announced today.

Park employees have been busy for the past week rolling off the two links and getting the greens in shape, so that there would be no delay in the opening.

The grounds at present are in a soggy condition from the heavy rains of the past few days, Miss Hartnett said.

Followers of the elusive pill, eager to start their games, have been calling at the office in large numbers during the past few days, anxious to find out when the season would open.

Permits will be given out at the park office, City Hall Annex, Court Street, starting April 22. Fee for residents of Rochester is \$5 and for nonresidents, \$7.50. Miss Hartnett said.

...Ε ΠΟΙΕΙ ΤΗΝ ΕΠΙΣΤΑΣΙΝ ΟΙ

Historic Scrapbooks Collection

The Charities Report

Hardly any department of city government demands more in efficiency, wise supervision and careful expenditure than the Bureau of Charities. It is gratifying to hear on the authority of a national investigator that Rochester's public charities are being administered in a way to produce the maximum of good with a minimum of duplication and wasted energy. Congratulations for this excellent report will go to City Manager Story, Commissioner Nier and Director Koch, who have co-operated with private charities in the effective rehabilitation of needy families.

The public does not generally realize the pressing and varied demands made upon the charities of a large city. These demands include private and public charities, and the special care and cooperation of the city in the rehabilitation of needy families.

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NIER REMINDS FIREMEN THEY ARE POLICE AID

Firemen Told By Commissioner of Safety Must Report Traffic Violations and Make Arrests

All firemen in Rochester were reminded of their powers as police officers today by George J. Nier, commissioner of safety, and notified to report traffic violations and make arrests where necessary.

Enlisting the aid of firemen as an auxiliary to the police is the city's latest move in the drive to stem violations of traffic regulations and war on hit-and-run drivers. Commissioner Nier said they are public officers and must help enforce the laws.

The commissioner issued simultaneously today a request that the public co-operate with firemen just as they would with police officers. He said many people are ignorant of the fact firemen have police authority and so are apt to disdain any interference from them.

"This tendency on the part of the public," said Mr. Nier, "has been manifest in our employing firemen near schools to relieve police in directing traffic at the time children are coming to or leaving the school buildings. Motorists often run by firemen who attempt to hold them up while school children cross the street."

"About 35 of our city schools are patrolled by firemen, the system having been initiated last fall. Children have learned to obey firemen as they would policemen and entrust themselves to their care. The safety thus accorded them is often frustrated, however, by the refusal of motorists to obey them."

Mr. Nier said he has ordered firemen on traffic duty to make immediate arrests when necessary.

PROBE 'ILLNESS' OF PETROSSI WITNESS

Deputy Sheriff George Klem was in Picton, Ont., today investigating the alleged illness of Thomas A. Trimble, of Brighton, former city paying inspector, and a key-witness in the trial of John Petrossi, contractor, charged with bribery.

Petrossi's trial was adjourned until tomorrow because deputy sheriffs were unable to serve a subpoena on Trimble last week.

Klem was sent to Picton by District Attorney Love when it was learned he was there at the home of a brother. Trimble left Rochester last Tuesday, the district attorney said, on the advice of a physician, whose name he refused to reveal.

SUBPOENA USELESS

A subpoena issued in this country for a witness in another country is just a "scrap of paper," the district attorney explained. A witness can not be extradited, either.

Trimble's presence here to testify is absolutely necessary, Assistant District Attorney Holbrook explained to County Judge Dutcher when he asked for an adjournment of the trial yesterday.

He was located at the asphalt plant of Petrossi in Buffalo Road last June while on the Jersey Street paving job, on which the charges of bribery of Edward F. Lynd, another inspector, are based. He made out original and duplicate slips for material to be delivered on the job, and, it is alleged, made out the extra slips which were signed for material that was never delivered but which Petrossi was credited with having used on the job.

BIDS TURNED DOWN

The bid to lay 1,200 feet of asphalt was given September 11, 1928, for signing the receipt slips for undelivered asphalt. The sum was \$60.

Petrossi, since his indictment last October, tried unsuccessfully to gain an inspection of the grand jury minutes a move usually preparatory to a motion to dismiss the indictment.

Since his indictment, bids on other paving jobs in the city have been turned down, city officials declaring he was an irresponsible bidder.



Harland Bartholomew, center, engaged yesterday by the City Planning Commission as city planning consultant, will advise with City Manager Stephen B. Story, left; Harold W. Baker, commissioner of public works, right, and the commission on matters pertaining to the development of the city.

Utility, Economy and Beauty City Planner's Watchwords

Attractiveness Convenience Bartholomew

"Minor streets are those which chiefly serve residential districts. Their design and arrangement should be such as to encourage, but should not provide for, or encourage anything but local traffic. Widths of approximately fifty feet, with twenty-six feet roadway, should be satisfactory, supplemented by setback lines for all buildings. The platting of minor residential streets should not be of the rectangular type alone. Variation in topography often justifies departure from this method, and where there is no variation in topography, a modification of the rectangular street pattern often introduces a greater degree of interest and charm into the district."

Fourth Classification

"A fourth classification of street types might be found in what is sometimes called the special service street, such as that serving industrial areas. The width, arrangement and design of special service streets is dependent upon the use which is to be made of them."

Street System Fundamental

"The street system is the fundamental element of the city plan. It is the skeleton or framework of the city structures. There are three types of streets that every well planned city should have, main arterial thoroughfares, secondary (cross-town) thoroughfares, and minor streets."

Concerned with Physical Development

"City planning is essentially concerned with the physical development of cities. It has nothing to do with political interests or factional differences. The city plan is a beneficial instrument affecting the lives of all city dwellers so long as the city endures. It should transcend all other considerations."

"Those things which properly constitute the city plan are six in number—streets, transit, transportation (rail and water), public recreation, zoning and civic art."

"These are the physical elements which, when properly planned and correlated, make possible the creation of an attractive and orderly working organism out of the heterogeneous mass we now call the city."

"In the development of a city plan whereby the growth of a city may be controlled over a period of years, we are confronted with

"The first important consideration in developing a system of children's playgrounds is that of selecting sites within easy reach of large numbers of small children. The public school, naturally, should be located according to such a formula, and for the most effective results, therefore, playgrounds should be adjacent to the schools. The school building and the playground should constitute a complete year-round educational and recreational center for children. It is necessary for the city to anticipate school and playground needs by reservation of adequate sites in advance of growth."

Recreational Needs

"It is only within the past fifty years that the courts have come generally to recognize the necessity for the expenditure of public funds for recreation facilities. So long as people are permitted to congest and overcrowd sections of the city, it becomes necessary to provide publicly for the recreation which people need but are unable to secure within and about their homes. The several types of public recreation facilities which cities should provide, according to size and density of population, are community centers, recreation grounds, neighborhood parks, recreation fields, large parks, boulevards and outlying parks or reservations."

"It is not to be supposed that all recreation facilities that might be created or desired can be supplied by the city. It is particularly important, therefore, that the city's expenditures for these facilities be so distributed that the maximum amount of service will be provided for the greatest number of people."

Transit Facilities

"A unification of all types of transit facilities is to be desired for the best results. With the exception of the largest cities, the greatest volume of traffic is cared for by a system of surface transportation. After an adequate major street plan has been devised, attention should be given to the routing of existing street car lines in (a) the business district, and (b) remaining areas of the city. In order that more direct and expedient service can be provided, combinations, rearrangements and extensions of facilities, regardless of their type, can then be planned to meet the needs of a growing city. There will thus be established a definite plan of procedure in place of the haphazard policy of temporary makeshifts."

Advocates Zoning

"A zoning ordinance will give stability and character, as well as encouragement to the proper development of the city. A zoning ordinance provides three kinds of regulations, which affect (1) the uses of the property and buildings; (2) the heights of buildings; and (3) the size and arrangement of buildings upon lots and of open spaces about such buildings. A zoning ordinance will encourage like types of structures within districts to be determined in accordance with their most natural fitness. Zoning ordinances recognize prevailing types of development and are not retroactive in their provisions. Existing buildings and uses of property are permitted to continue, but new buildings must be built in locations set aside for them, sufficiently large and otherwise suited for full and free expansion."

Completes Planning Organization

Mr. Story has been negotiating with Mr. Bartholomew for his services for the last two months and his engagement by the City Planning Commission provides the last factor in the organization that has been set up under Mr. Story's direction for the preparation of the city plan at the earliest date consistent with the magnitude and importance of the task. Under the machinery that has been set up by Mr. Story for the purpose of crystallizing the various views with reference to the city plan, the responsibility rests principally about the City Planning Commission, which has co-operating with it a Harbor Advisory Board, the Financial Advisory Committee, and the Zoning Advisory Board. In addition, the city department and bureau are co-operating in the work under the direction of Public Works Commissioner Harold W. Baker, who has directed himself of much routine work so that he can be the driving force in the procedure that is expected to evolve the plan at the earliest date.

Phase of the City Plan

phase of the city plan being undertaken first and containing so large a portion of the city's financial ability that the latter projects suffered. As indicative of the hazard that might be encountered in injudicious financial planning, regardless of the merit of the engineering elements in the plan, Mr. Bartholomew pointed to a city where nearly 100 per cent of the bonding power of the municipality was utilized in two items of the plan, making it impossible to finance other items that were regarded as of equal necessity. Orderly financial planning makes for a more satisfactory result of city planning, he pointed out.

Mr. Bartholomew is familiar generally with the situation in Rochester and he said that the city is fortunate in that no acute planning problem exists here, such as a formidable topography as in Pittsburgh, where high hills crowd the boundaries of the city, such as in New York, where there is great density of population, or in Los Angeles, where the city is spread out over a vast area, with a relatively small population per acre.

Sites Important

"The first important consideration in developing a system of children's playgrounds is that of selecting sites within easy reach of large numbers of small children. The public school, naturally, should be located according to such a formula, and for the most effective results, therefore, playgrounds should be adjacent to the schools. The school building and the playground should constitute a complete year-round educational and recreational center for children. It is necessary for the city to anticipate school and playground needs by reservation of adequate sites in advance of growth."

Neighborhood Parks

"Neighborhood parks are needed in all residential districts and should be more numerous where population is dense. A study of present and expected population density and of available park sites will readily suggest where neighborhood parks should be provided."

Large Parks

"Large parks are the most highly prized assets of cities. Many cities possess such areas, although their acquisition has more often been the result of chance than of planning."

Freight Facilities

"Where the freight facilities, city become congested or a hindrance to the movement of freight or to the enlargement of commercial and industrial areas will usually prove desirable to locate freight yards outside the developed areas of cities and provide belt lines whereby through freight may be routed around the city without entering it and congesting local terminals."

Keep Freight Load Off Traffic

"The location, capacity and arrangement of classification yard should be such as to facilitate early delivery of local carload freight to industries and of team trucks. Team track facilities should be properly located and of sufficient size to be somewhat in advance of the needs of the community. Similarly, the facilities essential to the early collection of local outboard carload freight should insure early delivery for road haul. This implies reduction of rehandling and consequent economy in time and cost. As cities increase in size, the volume of local L. C. L. traffic usually increases correspondingly. While the complication of handling L. C. L. freight increases in greater ratio, there is need, therefore, of studying not merely the facilities at hand, but the methods of handling. The relation between the city plan and freight movements is best illustrated by the fact that an improper method of handling may send an unwarranted number of vehicles upon the streets, while unsatisfactory locations of freight houses may necessitate hauling of freight through congested retail centers, with which the freight traffic has nothing whatever in common."

Recreational Needs

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WILL START ON PROJECT IN TEN DAYS

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Praises Zoning Study

Illustrating the practical advancement that has been made in Rochester during Mr. Story's administration toward the formulation of the city plan, Mr. Bartholomew pointed to the zoning study which has just been completed by Edward Bassett, who is zoning authority for the City of New York. Mr. Bartholomew said that Mr. Bassett is pre-eminently qualified to do the work and the ordinance on zoning which is before the City Council represents the most forward thought in zoning regulations.

Mr. Bartholomew said that Rochester lends itself advantageously to the formation of a creditable city plan, and that the tendency among American municipalities is to devise a program for orderly growth, which fosters the interests of all sections of the city and makes possible development on a comprehensive and thoughtful basis. He said that while all phases of municipal development do not fall within the scope of city planning, the influence of city planning on the city's development is of the greatest importance. He said that the city's financial ability is a factor in the city's development, and that the city's financial ability is a factor in the city's development.

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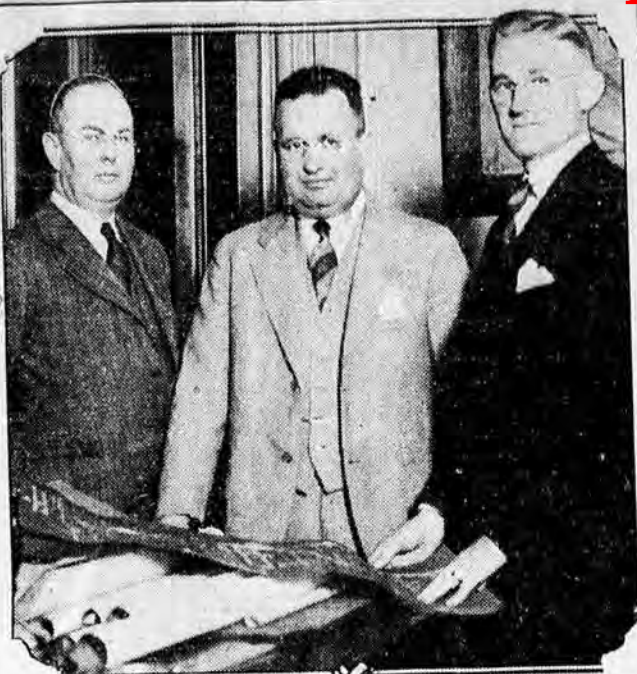
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Expert City Plan



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Real Step Toward City Plan

Expert Engaged for Work Promises Street Scheme at End of Year.

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But in a project of such importance as one, which embraces new streets, transportation, public recreation, zoning and civic art, the original ideas and advice of the best expert with the widest experience are needed.

For this work, it appears Mr. Bartholomew is such a man. It is not believed Rochester will begrudge the estimated \$50,000 his services for three years will cost.

This general plan, although elastic enough to permit some changes, eventually will involve the expenditure of millions of dollars, serve as a guide in improvements for decades to come.

This work will give employment to large numbers of Rochester people. A beginning on it should be made as speedily as possible.

It is not too much to say that the delay in getting the plan ready is, in some measure, holding up building and retarding prosperity here.

Many persons, for instance, bought property on streets that are scheduled to be extended or widened. Buildings are to be erected on this property and business established in them, but nothing can be done until they are certain what the city is going to do.

Assurance is given by Mr. Bartholomew that the city plan, so far as it relates to thoroughfares and civic center studies, will be completed by the first of the year.

That will be feasible, because of the large amount of preliminary work already done. It will make it possible to begin street widenings and extensions where they are urgently needed.

It will remove the final obstacle in the way of a world wide competition among architects in preparing the design for buildings, which are to be erected in the civic center.

In other words, it will make it possible to START WORK. And that is the stage that has long been awaited by the people of this city.

And when a start has been made, other projects that are needed, and which fit into the general plan, will follow in orderly sequence.

Choice of City Planner Receives Wide Approval

ry, Baker, and Commission Commended for Bartholomew Appointment; Goodwin Says He Won't Press Broad Street

With definite assurance from Harland Bartholomew, who has been engaged as the consultant in the formulation of the city plan, that the study as relating to streets and the civic center will be completed before the first of the year, possibly well within six months, a flood of approval came to City Manager Stephen B. Story, Harold W. Baker, commissioner of public works, members of the City Planning Commission, and other city officials, on the latest step toward achievement of the plan.

Rochester, has directed much favorable attention toward the city plan study from public spirited citizens, who, interested in the orderly and sustained growth of the city, are in the engagement of Mr. Bartholomew assurance that the city development will go forward in an impartial, constructive, and economic manner, that will take into consideration the best interests of the entire community.

Goodwin Won't Press Extension The engagement of Mr. Bartholomew was lauded by Councilman Harry C. Goodwin, who said that he would take no further steps toward pressing the Broad Street extension, because of the immediate study that Mr. Bartholomew will make and the certainty that the Broad Street extension will necessarily have an important place in such study.

The large amount of preliminary work that has been done by Commissioner Baker, Edwin A. Fisher, former city engineer, and other municipal officials will save large sums of money to Rochester, in that this data and technical information will be available to Mr. Bartholomew, and save bringing a corps of assistants to gather it. It has been necessary to build the plans in other cities from the ground up, but in Rochester the mass of information that has been gathered by the city officials, in conjunction with the Bureau of Municipal Research, has provided the background for the investigation here.

Preparing City Plan

Definite action toward completion of the City Plan for Rochester is foreshadowed in engagement of Harland Bartholomew of St. Louis as consultant by the City Planning Commission.

After ascertaining the amount of work already done in obtaining data, Mr. Bartholomew announces that it should be possible to produce the finished plan by the end of the year. He will start his work within ten days.

Mr. Bartholomew is generally recognized as one of the leaders in this field. In addition to his work as engineer for the City Planning Commission of St. Louis, which is carrying out projects which will involve an ultimate expenditure of more than \$87,000,000, he has prepared comprehensive plans for many other cities, and has acted as consultant for other city plans.

Edwin A. Fisher, former city engineer, will contribute the results of years of familiarity with Rochester's planning problems. Members of the Financial Advisory Board, Zoning Advisory Board, and Harbor Advisory Board, as well as the City Planning Commission itself, will give their co-operation as public spirited citizens who have devoted attention to specific planning problems. Mr. Bartholomew regards a financial program as essential, so that one undertaking may not absorb available funds and cause undue postponement of other equally important items of the plan.

An outline of what Mr. Bartholomew considers the outstanding items in a city plan was given in the news columns of The Times-Union yesterday. It need not be repeated here. But just consider one statement which he makes:

It is a well recognized fact that modern cities are lacking in design, do not easily promote the expansion of commerce and industry, and have numerous residential districts of doubtful value.

That one sentence contains the meat of the matter. Our cities have grown in a haphazard manner, with the result that they are not nearly so well adapted as they might be to the demands of business convenience and residential attractiveness.

"Districts of doubtful value" means portions of the city area which are non-productive, or nearly so. Yet it takes heavy capital and current expenditure to maintain schools, police and fire protection, and other city services. We must try so far as possible to get returns in business or residential use from the entire city area. Furthermore, we should see to it that no more of these blind spots develop in Rochester, since they call for expense with but slight return.

This is what might be called the severely "practical" aspect of city planning. Mr. Bartholomew rightly puts it first. But beauty is also important and is being more and more considered in American cities.

To serve as a reliable guide the City Plan must be carefully drawn. The city administration has done well in engaging a consultant of national reputation and should avail itself of his services to such extent that the plan produced will bear the mark of competent supervision. Then we can all get behind it and see that it is respected and followed from year to year.

No consideration has been given by the city officials to Mr. Bartholomew's compensation, but Mr. Story said that the entire study,

which may require three years, will not cost the city \$50,000, which includes the planner's salary, and the assistants he may bring here. The expenditure may be substantially less, Mr. Story said. He points to the expenditure of \$24,000 by the city of Schenectady for the investigation by Mr. Bartholomew, and said it was of great value. He said the inquiry may have many hundreds of thousands of dollars to the taxpayers of Rochester in the preparation of an efficient plan for development for the next 40 to 50 years, and the elimination of mistakes in the projection of various improvements.

Mr. Bartholomew will return to Rochester within ten days and immediately begin his work. He may bring two assistants with him, and in the special study on ports, railroads, and industrial areas he will have the co-operation of William D. Hudson, a civil engineer of St. Louis.

Planning Expert Named

Experience in a number of cities has demonstrated that much may be done in the way of stimulating municipal growth and progress by intelligent city planning.

Experience in some cities has demonstrated also that failure to meet modern traffic and business needs has injured business and checked growth.

Rochester has reached the point where the lack of streets parallel to Main Street and an insufficient number of cross streets are being felt as an embarrassment, and will be felt more acutely in the next few years unless steps are taken to remedy these defects in the original city plan.

In addition, Rochester has a unique opportunity to create a civic center that will give it distinction among cities of its class. The absence of a civic center plan has held back the construction of a central library building, a new City Hall and other needed improvements.

For all these reasons, therefore, announcement of the appointment of a city planning expert by the City Planning Commission to assist in drafting a suitable city plan is news of the first importance. The fact that the expert selected by the City Planning Commission is Harland Bartholomew of St. Louis, one of the foremost men in his profession, with a notable record of achievements, is especially gratifying.

He is president of the American Institute of City Planning and since 1916 has been engineer for the City Planning Commission of St. Louis, a city which has been doing amazing things in recent years in the way of modernizing its layout.

Mr. Bartholomew, in an interview published in these columns, emphasized the point that while the modern city "must recognize the advantage of attractiveness and devote some attention to this phase of its development," he is not primarily concerned with "merely the superficial beautification or enhancement of the city's appearance."

It was a good thing to have this matter cleared up promptly, because prejudice against city planning has been created in the minds of some people through the mistaken notion that it is confined to the creation of beautiful municipal buildings, towers, fountains and parkways.

Mr. Bartholomew defined his conception of his work in these words:

City planning is the phase of municipal activity which analyzes the character and probable extent of the city's growth, suggests certain physical readjustments and provides for the coordination of all future improvements. Under proper and sympathetic administrative agencies, it would make possible the gradual and economical development of an orderly, well-arranged city which would provide good living conditions for all its citizens, be everywhere wholesome and attractive in appearance and free from those physical defects that hamper commercial and industrial activity.

Those things which properly constitute the city plan are six in number—streets, transit, transportation (rail and water), public recreation, zoning and civic art.

The purpose of a city plan, of course, is the creation of "an attractive and orderly working organism" for community purposes. Rochester is fortunate in having a number of citizens, whose services will be at the command of Mr. Bartholomew, who have been students of city planning and who have an intimate knowledge of local problems.

Mr. Bartholomew is engineer for the City Planning Commission of St. Louis which has undertaken a program providing for the ultimate expenditure of \$87,000,000.

Business Association Approves

H. H. Sullivan, president of the Business District Improvement Association, voiced the association's approval of the selection of Mr. Bartholomew yesterday.

"The Business District Improvement Association wishes publicly to announce its appreciation of the action of our city manager, his Council, and the City Planning Commission in their selection of Harland Bartholomew as consultant of a new city plan," he said.

"We also wish the public and city government to know that we will withhold all pressure that might be exerted toward the extension or widening of any individual street in the business district whatsoever, until we have the plan which Mr. Bartholomew is retained to prepare."

"We look forward to the completion of this plan, its prompt adoption by the city, and the early starting of construction work for the relief of conditions that are most pressing."

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This general plan, although elastic enough to permit some changes, eventually will involve the expenditure of millions of dollars, serve as a guide in improvements for decades to come.

This work will give employment to large numbers of Rochester people. A beginning on it should be made as speedily as possible.

It is not too much to say that the delay in getting the plan ready is, in some measure, holding up building and retarding prosperity here.

Many persons, for instance, bought property on streets that are scheduled to be extended or widened. Buildings are to be erected on this property and business established in them, but nothing can be done until they are certain what the city is going to do.

Assurance is given by Mr. Bartholomew that the city plan, so far as it relates to thoroughfares and civic center studies, will be completed by the first of the year.

That will be feasible, because of the large amount of preliminary work already done. It will make it possible to begin street widenings and extensions where they are urgently needed.

It will remove the final obstacle in the way of a world wide competition among architects in preparing the design for buildings, which are to be erected in the civic center.

In other words, it will make it possible to START WORK. And that is the stage that has long been awaited by the people of this city.

And when a start has been made, other projects that are needed, and which fit into the general plan, will follow in orderly sequence.

Choice of City Planner

Recommends Approval

By Goodwin

Broad Street

Goodwin Won't Press Extension

The engagement of Mr. Bartholomew was lauded by Councilman Harry C. Goodwin, who said that he would take no further steps toward pressing the Broad Street extension, because of the immediate study that Mr. Bartholomew will make and the certainty that the Broad Street extension will necessarily have an important place in such study.

The large amount of preliminary work that has been done by Commissioner Baker, Edwin A. Fisher, former city engineer, and other municipal officials will save large sums of money to Rochester, in that this data and technical information will be available to Mr. Bartholomew, and save bringing a corps of assistants to gather it. It has been necessary to build the plans in other cities from the ground up, but in Rochester the mass of information that has been gathered by the city officials, in conjunction with the Bureau of Municipal Research, has provided the background for the investigation here.

Mr. Bartholomew's outstanding qualifications which have attained for him his reputation as the foremost city planner in the country and which are backed by experience in a score of cities comparable to Rochester, has directed much favorable attention toward the city plan study from public spirited citizens who, interested in the orderly and sustained growth of the city, see in the engagement of Mr. Bartholomew assurance that the city development will go forward in an impartial, constructive, and economic manner, that will take into consideration the best interests of the entire community.

Preparing City Plan

Definite action toward completion of the City Plan for Rochester is foreshadowed in engagement of Harland Bartholomew of St. Louis as consultant by the City Planning Commission.

After ascertaining the amount of work already done in obtaining data, Mr. Bartholomew announces that it should be possible to produce the finished plan by the end of the year. He will start his work within ten days.

Mr. Bartholomew is generally recognized as one of the leaders in this field. In addition to his work as engineer for the City Planning Commission of St. Louis, which is carrying out projects which will involve an ultimate expenditure of more than \$87,000,000, he has prepared comprehensive plans for many other cities, and has acted as consultant for other city plans.

Edwin A. Fisher, former city engineer, will contribute the results of years of familiarity with Rochester's planning problems. Members of the Financial Advisory Board, Zoning Advisory Board, and Harbor Advisory Board, as well as the City Planning Commission itself, will give their co-operation as public spirited citizens who have devoted attention to specific planning problems. Mr. Bartholomew regards a financial program as essential, so that one undertaking may not absorb available funds and cause undue postponement of other equally important items of the plan.

An outline of what Mr. Bartholomew considers the outstanding items in a city plan was given in the news columns of The Times-Union yesterday. It need not be repeated here. But just consider one statement which he makes:

It is a well recognized fact that modern cities are lacking in design, do not easily promote the expansion of commerce and industry, and have numerous residential districts of doubtful value.

That one sentence contains the meat of the matter. Our cities have grown in a haphazard manner, with the result that they are not nearly so well adapted as they might be to the demands of business convenience and residential attractiveness.

"Districts of doubtful value" means portions of the city area which are non-productive, or nearly so. Yet it takes heavy capital and current expenditure to maintain schools, police and fire protection, and other city services. We must try so far as possible to get returns in business or residential use from the entire city area. Furthermore, we should see to it that no more of these blind spots develop in Rochester, since they call for expense with but slight return.

This is what might be called the severely "practical" aspect of city planning. Mr. Bartholomew rightly puts it first. But beauty is also important and is being more and more considered in American cities.

To serve as a reliable guide the City Plan must be carefully drawn. The city administration has done well in engaging a consultant of national reputation and should avail itself of his services to such extent that the plan produced will bear the mark of competent supervision. Then we can all get behind it and see that it is respected and followed from year to year.

No consideration has been given by the city officials to Mr. Bartholomew's compensation, but Mr. Story said that the entire study,

which may require three years will cost the city \$50,000, which includes the planner's salary, and the assistants he may bring here. The expenditure may be substantially less, Mr. Story said. He points to the expenditure of \$24,000 by the city of Schenectady for the investigation by Mr. Bartholomew, and said it was of great value. He said the inquiry may save many hundreds of thousands of dollars to the taxpayers of Rochester in the preparation of an efficient plan for development for the next 40 to 50 years, and the elimination of mistakes in the projection of various improvements.

Mr. Bartholomew will return to Rochester within ten days and immediately begin his work. He may bring two assistants with him, and in the special study on ports, railroads, and industries he will have the co-operation of William D. Hudson, a civil engineer of St. Louis.

Planning Expert Named

Experience in a number of cities has demonstrated that much may be done in the way of stimulating municipal growth and progress by intelligent city planning.

Experience in some cities has demonstrated also that failure to meet modern traffic and business needs has injured business and checked growth.

Rochester has reached the point where the lack of streets parallel to Main Street and an insufficient number of cross streets are being felt as an embarrassment, and will be felt more acutely in the next few years unless steps are taken to remedy these defects in the original city plan.

In addition, Rochester has a unique opportunity to create a civic center that will give it distinction among cities of its class. The absence of a civic center plan has held back the construction of a central library building, a new City Hall and other needed improvements.

For all these reasons, therefore, announcement of the appointment of a city planning expert by the City Planning Commission to assist in drafting a suitable city plan is news of the first importance. The fact that the expert selected by the City Planning Commission is Harland Bartholomew of St. Louis, one of the foremost men in his profession, with a notable record of achievements, is especially gratifying.

He is president of the American Institute of City Planning and since 1916 has been engineer for the City Planning Commission of St. Louis, a city which has been doing amazing things in recent years in the way of modernizing its layout.

Mr. Bartholomew, in an interview published in these columns, emphasized the point that while the modern city "must recognize the advantage of attractiveness and devote some attention to this phase of its development," he is not primarily concerned with "merely the superficial beautification or enhancement of the city's appearance."

It was a good thing to have this matter cleared up promptly, because prejudice against city planning has been created in the minds of some people through the mistaken notion that it is confined to the creation of beautiful municipal buildings, towers, fountains and parkways.

Mr. Bartholomew defined his conception of his work in these words:

City planning is the phase of municipal activity which analyzes the character and probable extent of the city's growth, suggests certain physical readjustments and provides for the coordination of all future improvements. Under proper and sympathetic administrative agencies, it would make possible the gradual and economical development of an orderly, well-arranged city which would provide good living conditions for all its citizens, be everywhere wholesome and attractive in appearance and free from those physical defects that hamper commercial and industrial activity.

Those things which properly constitute the city plan are six in number: streets, transit, transportation (rail and water), public recreation, zoning and civic art.

The purpose of a city plan, of course, is the creation of "an attractive and orderly working organism" for community purposes. Rochester is fortunate in having a number of citizens, whose services will be at the command of Mr. Bartholomew, who have been students of city planning and who have an intimate knowledge of local problems.

Business Association Approves

H. H. Sullivan, president of the Business District Improvement Association, voiced the association's approval of the selection of Mr. Bartholomew yesterday.

"The Business District Improvement Association wishes publicly to announce its appreciation of the action of our city manager, his Council, and the City Planning Commission in their selection of Harland Bartholomew as consultant of a new city plan," he said.

"We also wish the public and city government to know that we will withhold all pressure that might be exerted toward the extension or widening of any individual street in the business district whatsoever, until we have the plan which Mr. Bartholomew is retained to prepare."

"We look forward to the completion of this plan, its prompt adoption by the city, and the early starting of construction work for the relief of conditions that are most pressing."

OWNERS FLAY CITY'S PROJECT IN WEST MAIN

**\$2,500,000 Widening Job
Proves to Be Hornet's
Nest**

GOODWIN TRIMMED

**Mortimer Street Widening
Must Precede
Broad Street**

Refreshed and relaxed by the week-end warm wave the Rochester city council Monday night waded into affairs of importance and got itself and the Story administration waded over their shoe-tops in oratory. The feature of the evening was the insurrection against the Story-Baker \$2,500,000 West Main street widening program which brought out one indignant supervisor, two railroad lawyers and a militant crowd of embattled taxpayers. After these latter had been heard there was very little back-talk from the city administration. The city government began picking up its feet like a cat which had inadvertently stepped on some tangle-foot fly paper, and heartily wished that it had not made the venture.

"I was told when I came down here," declared Supervisor William Callahan, who represented West Main street folks and who was manifestly of the fighting branch of the great Callahan family, "that I would be laughed at for my pains! But I want to tell you gentlemen that there are no politicians living who are going to laugh at a ninety per cent taxpayers' petition." The Story councilmen and the Mayor carefully refrained from laughing at this, whether from a sense of being scandalized or from referred to as politicians or from native caution is not clear. Mr. Callahan protested to recount the result of a taxpayers' protest meeting at Lied-Krantz Hall, and said that further widening of West Main street should be done at general city cost if at all. He made it perfectly clear that he and his neighbors were far, far away from any idea of helping to pay for Rochester's general traffic.

The next speaker was Attorney Lewis Gilman who gave a very convincing address on behalf of the West Main street taxpayers' organization. He declared that the city government was trying to hand the property owners a very shriveled lemon, and then proceeded to examine the full extent of the sourness of the gift. He said that the city's record with the West side was anything but one calculated to develop that section of Rochester. He said that the widening undertaken two years ago met the present needs of the situation, but that further widening to an established set back line with a thirty-two per cent charge to the taxpayer would only result in much of property being thrown back in the mortgage holders. Mr. Gilman said that the move might actually benefit property holders not the present ones; they would be knocked out of their ownship. He said that 75 per cent of the late widening job had been paid by the owners and that was not their limit. To ask them to pay Rochester's western traffic problem out of their own pocket was to ruin them, he said.

Counsel for the Pennsylvania and the Buffalo, Rochester and Pittsburgh Railroad companies challenged the city's program and also challenged the right of the city to condemn publicly used railroad property for the set-back line. The B. R. & P. representative declared that the railroad could not afford to relinquish any more land as it needed every square foot now available for its terminal business. The Pennsylvania Railroad counsel stated that his client's share of the proposed job would amount to \$200,000 which would be tantamount to confiscation of the railroad property. William F. Strang represented the B. R. & P. interests and Percy W. Smith of Buffalo the Pennsylvania interests.

A further hearing will be offered next week on the Story-Baker plan.

Goodwin Gets Set-Back

The council voted the widening of Mortimer street at the request of Councilman Duran. This thoroughfare has been developing more importantly in the downtown traffic picture for several years. Its development is said to forecast a "punch through" across the river to Front street and it has been stated that it will do much to relieve the Main street congestion. The council voted eight to one to proceed with the Mortimer street project, opposed by Councilman Goodwin who professed to see in the move a deep-laid plot to cripple his plans for the extension of Broad street. That gentleman received another set-back during the course of the evening in the form of an opinion from the corporation counsel, Clarence W. Platt, who said that he failed to see that Goodwin's plan to force an ordinance by taxpayers' petition would work. He said the Goodwin petition was merely a general one and was not mandatory in compelling council action. Messrs. Goodwin and Adler talked extensively about various matters connected with Broad street and Mortimer street, developing so much forensic heat and skill as to lead a gentleman in the audience to venture the prediction to a friend that the United States Senate would some day be enriched by these councilmen's services.

A New Survey

The council received the request from the city manager that his administration be permitted to spend \$9,000, without competitive bidding, in a survey of the water system. This had been done some years ago and had revealed extensive leaks. The city manager hastened to explain his request for a non-competitive contract by telling the council that the company he had in mind was the only one capable of doing the work.

New \$100,000 Library

The city manager placed before the council a request for \$100,000 for the benefit of the branch library in Monroe avenue. No mention was made of the north-east Scio street section of the city which at the last meeting of the council Councilman Guzzetta declared to be without any library whatever.

The Culver road widening ordinance was changed to provide for an 80-foot boulevard instead of a 60-foot street, and went to committee for a hearing.

Immediate Action In Elimination Of Crossing Demanded

Proposed Boulevards Connecting Lyell and West Avenues Too Expensive, Spokesman For Taxpayers Says—Plan Commission Supports Objectors.

A subway to replace Ames Street grade crossing of the New York Central Railroad is favored by the City Planning Commission, but that group, in agreement with many residents of the district, is opposed to any immediate closing of other nearby crossings.

The commission held a public hearing yesterday in City Hall Annex, after application of both the New York Central and the Buffalo, Rochester & Pittsburgh railroads to eliminate several grade crossings in the western part of the city and substitute them with one or two undergrounds.

The railroad proposal was to close Hague, Child, York and Colvin streets. This planning commission objected to for the present. The decision of the board will now go to the Public Service Commission with a request for immediate favorable action.

The large group of taxpayers who appeared to oppose the plan for street closing, and to register approval of the Ames Street subway, had for their spokesman the Rev. Joseph H. Gefell, rector of Holy Family Church. He pointed out the inconvenience caused by numerous long freight trains which block the Ames Street grade crossing.

A plan to construct new boulevards to connect West and Lyell avenues was also discussed.

"These people are opposed to the building of these proposed boulevards because they are not needed and, were they to be built, many of these people would not be able to pay their taxes and not a few of them would lose their property as a result," Father Gefell said.

City Manager Stephen E. Story attended the hearing as did C. Arthur Poole, former city engineer, who is now consulting engineer for the new city government, and Councilman Nelson Milne, who represents the northwest district. Mr. Story, in reply to Father Gefell as spokesman of the large group of opponents of the plan, said that the city would soon be in a position to proceed with a workable plan through employment of Harland Bartholomew, a city plan expert.

J. Foster Warner presided and, as a consequence of the practically unanimous opposition to the proposal, the planning commission went on record as favoring immediate elimination of the Ames Street crossing and construction of a subway and as opposed to the closing of Hague, Child, York and Colvin streets, at least for the present.

Before the board took action Father Gefell called on all those present to raise their right hand if for or against the proposition. Everyone present voted against the proposal.

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'EVIDENCE' OF CITY PLAN WINS FAVOR

**Realtors Thank Story and
Commission for Getting
Bartholomew's Help**

FIRST REAL STEP SEEN

**Baker and Fisher Leave for
Final Study Conference
on Control of River**

In a statement issued yesterday afternoon the Real Estate Board through its president, Joseph F. Engel, expressed its appreciation to City Manager Stephen B. Story and members of the City Planning Commission in bringing about the engagement of Harland Bartholomew as consultant in the preparation of the city plan. The statement points out that the engagement of Mr. Bartholomew assures definite action in bringing about the formulation of the plan. The resolution follows:

"The Real Estate Board of Rochester, through its president, Joseph F. Engel, wishes to publicly announce its pleasure and appreciation of the action of City Manager Story, together with the members of the City Council and the City Planning Commission, in their selection and appointment of Harland Bartholomew as consultant of the new City Plan."

"City Plan 'Evidence'"
"Much has been said and written about the proposed City Plan but no tangible evidence has been apparent of any definite steps toward its completion. However, the appointment of Mr. Bartholomew assures definite action on the part of the city authorities to really begin and show some real activity in meeting and solving many of the problems which the administration now has before it."

"The City of Rochester has always been noted for its progressiveness and willingness to do things in an efficient and expeditious manner and we hope that this reputation will be maintained in connection with the proposed City Plan and that many badly needed improvements will get due consideration and be the first to be authorized for immediate action."

To Report on River Control

As control of the river is an essential feature of the civic center study that embraces a site between the Genesee River and Broad and Court streets, Harold W. Baker, commissioner of public works, and Edwin W. Fisher, former city engineer, left last evening for Providence, where they will have a final conference with John R. Freeman, noted hydraulic engineer.

Mr. Freeman's investigation into flood control, which has been conducted in conjunction with city officials, has reached a point where Commissioner Baker is confident he can announce a definite plan for River control upon his return to Rochester Monday.

"There are many builders ready to comply with any conditions named by the city," Councilman Peake asserted, "but if they are to build this year they must have municipal action at once."

Opening up the high-class residential section of East Avenue to apartment houses would not mean lowering the standards of housing in that district or detracting from its exclusiveness, according to the sense of the proposed code. It provides for a board of appeals which may grant exceptions for certain types of buildings, providing they conform to a certain fixed standard.

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Decorating a Beauty Spot Using Banks of Beautiful River Gorge as a Dump is Sacrilege.

Beauties of the Genesee River gorge have been sung by poets and extolled by others whose enthusiasm was as great; whose ecstasy inspired as lofty thinking, but whose power of will restrained them from going beyond the confines of less picturesque prose.

And here is scenic grandeur which deserved it all. But if you will look now from Seneca Park to sections of the opposite bank of the river, what will you see?

Well, for one thing you will see countless tin cans and other articles of rubbish which have been emptied there.

Long ago, a crusade was conducted in Rochester for the preservation of the natural beauty of the banks of the Genesee and to prevent them from deteriorating into dumps.

"Eternal vigilance," once named by a great American as the price of liberty, must here also be exercised as the price of beauty.

Going Up

An engaging \$50,000 "expert" to prepare a city plan, our well paid city manager will not cheat the taxpayers if in the "expert" really knows his stuff and (b) if the city will make use of the \$50,000 service.

The author of these lines has seen city planning experts in cities all over the United States come and go. Nowhere have their efforts and their "blah-blah" resulted in anything at all. The work of Mr. Story's "expert" may be an exception. We hope so.

The clearing of this, and most city administrations, is that absolutely essential work is neglected while fancy projects engage the attention of office holders. Streets go to rack and ruin. Ashes and garbage remain uncollected. Contractors cheat the taxpayers. City employees loaf and do worse. Politics submerge honesty.

"We can't help thinking that it is too bad our well paid city manager is so hopeless that he must spend so much of the taxpayers' money on 'experts' to show him what to do."

"We pay for our permanent city planning commission. Nevertheless when there is some city planning to be done, this commission's incompetency is admitted by the hiring of an 'expert' to do the work. When are we going to receive service from the public servants we employ?"

Among building permits expected this month are:
Scotchbush office building, Monroe Avenue, \$50,000; addition for gas holder, Rochester gas and electric corporation at Platt Street, \$100,000; addition to School No. 35, Carter Street near Port Road Avenue, \$20,000; other building which will be erected during the next six months are: Physicians' and Surgeons' Building, Alexander Street at Gaudier Park; mill and office building, Ritter Dental Manufacturing Company; stores, offices and bowling alleys, Hawley Avenue at Lexington Avenue; additions to public schools No. 41, the first section of No. 52; general hospital addition at J. Y. M. Building at Franklin Square; high-Rochester Divinity School at Highland Park, and the Seneca at East Avenue.

It is barely possible Clayton Avenue may also be included in the program, John G. Ferguson, supervisor from the 23rd Ward, said today. The petition for that street already is in municipal hands.

Mr. Ferguson has brought in a petition for improvement also of Stutson Street west to Latta Road for later action, and he said another petition is being prepared for Le Roy Street, from Lake Avenue west to the city line. A petition is also on foot to circulate a petition for Denise Road.

"We have received excellent cooperation from the Department of Public Works in working out our problem," Supervisor Ferguson said. "In the recent wet weather, several streets were impassable. Commissioner Baker gave us prompt assistance and immediately took up the matter of preventing such conditions in the future."

The old Bonaldi Street sewer impasse is to be dropped in order that these streets may have new sewers draining eastward.

COUNCIL WILL HEAR WORRIES OF CHARLOTTE

**Town's Street and Sewer
Problems Believed of
Way to Solution—To Be
Submitted Monday.**

Charlotte's street and sewer problems are on the way to solution, in a resolution expected to be before City Council Monday night for improvement of at least four streets, and in petitions pending of about four more.

With approval of Harold W. Baker, commissioner of public works, a resolution asking stop water sewers and paving in for 23rd Ward streets will be sponsored by Councilman Nelson A. Milne, chairman of the Council's local improvement committee, it was said today.

The streets under the resolution are: Stutson Street between Lake Avenue and River Street; Atway Street, from Lake Avenue west to Clayton Avenue; Strohm Street from Lake Avenue west to Clayton Avenue; and Pollard Avenue from Lake Avenue west to Clayton Avenue.

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Value Of Playgrounds

"Every park and playground is an assurance against crime, and the development of the criminal spirit," declared Charles H. Johnston, noted criminologist, speaking before the Rochester Association of Credit Men on Wednesday evening.

That is undoubtedly true. Boys who are engaged in having healthy fun are far less likely to be drawn toward enterprises which shade from the merely mischievous into the actually criminal. Also, children are much safer on playgrounds than in the streets.

Rochester is fairly well supplied with parks. Playgrounds, however, are not as numerous or as large as they should be, especially in the crowded wards where they are most needed.

We should give more thought to this matter of providing play space for the city's least privileged children.

Commissioner Says City To Have Flood Plan Ready In Year

**Preliminary Estimate Is For Widening and
Deepening of River and Removal of the
Buildings on West Bank—Favors
Twenty-Five-Year Program.**

An estimate of \$10,000,000 for widening and deepening Genesee River between Court Street dam and Central Avenue, was made known today by Harold W. Baker, commissioner of public works, as an important item to the city plan for flood control.

The city will be ready with its estimates and plans for the river improvement within the year, Mr. Baker said. This will give advocates of a civic center plan to be built over the river a definite basis on which to work.

The commissioner returned yesterday from Providence, R. I., where he was accompanied by other city officials and representatives of the Rochester Gas and Electric Corporation to confer with John R. Freeman, an engineer who has been making a flood-control survey of Rochester.

The preliminary estimate of \$10,000,000 is for widening and deepening the river and removal of buildings along the west bank. A larger sum would be necessary if the east side were also widened, he said.

The Rochester Gas and Electric Corporation has a plan to help out the flood-control problem by building a tunnel to carry 10,000 cubic feet of water per second from the Barge Canal harbor to the lower falls. The original plan was to have a tunnel intake on the east side of the river near the Lehigh Valley Railroad station, but it is now proposed to locate the intake in the center of the river in the harbor, avoiding interference with the railroad property.

Mr. Baker, "at an expenditure which the city could afford each year, we will soon be ready for them."

CITY READY FOR CIVIC CENTER IN YEAR, SAYS BARKER

Civic Center advocates may be planning for such a project with an idea that the city will be ready for it with estimates of the cost of straightening the river between the Court Street dam and Central Avenue within the year. Public Works Commissioner Baker announced today. Mr. Baker has just returned, with other city officials and representatives of the Rochester Gas and Electric Corporation, from a conference with John R. Freeman, expert, directing a flood control survey for Rochester.

Preliminary figures pointed to a cost of \$10,000,000 if the river is widened and deepened with the removal of all buildings along the west bank, and a larger sum if widened on the east side, Mr. Baker said. But these figures could mean nothing at this time, as there is no indication when the work could be started, he said.

"If the Civic Center advocates would have their project started for completion over a period of not less than twenty-five years at an annual expenditure which the city could afford," he said, "we will soon be ready for them."

ENGINEER'S ESTIMATE
"Mr. Freeman has about decided that the city may bridge over the river and allow for a flood flow of 90,000 cubic feet of water per second, with the Rochester Gas & Electric Corporation taking care of 10,000 feet a second in a tunnel it is to be built from the Barge Canal harbor to the Lower Falls."

The Rochester Gas & Electric engineers have changed their plans (C. F. tunnel, on recommendation of Mr. Baker.

Their plan was to have the tunnel intake on the east side of the river near the Lehigh Valley station, which would have meant the building of a new depot and trestle for its tracks.

"Mr. Freeman approved a plan for locating the intake in the middle of the river in the harbor, which would mean no interference with the Lehigh property," Mr. Baker said.

Golfers' Clubhouse And Improvement Of Airport Up Tonight

**\$150,000 Appropriation For New Hangar
and Extension of Runways and \$100,000
For Structure at Genesee Valley
Links to Be Considered.**

Decision on money for improvements at the municipal airport and for a new locker house at Genesee Valley Park meeting.

The Council has before it recommendations for an appropriation of \$150,000 for a new hangar and extension of runways at the airport, and one of \$100,000 to erect the new park clubhouse. Both have a good chance of passage, it was indicated.

The public is expected to be well represented in the Council Chamber tonight, because of three scheduled hearings on subjects of more than ordinary interest.

Final hearings were due on local improvement ordinances for the widening of Main Street West and the improvement of Mt. Hope Avenue. Property owners object to the heavy assessment occasioned by a 10-foot setback in connection with the Main Street project, and the Mt. Hope Avenue plan is expected to cause discussion because of its proviso for having a single street car track in the center.

The proposed new building code, which would permit apartment houses to locate in exclusive residential areas such as East Avenue, will have an airing tonight when the Council meeting adjourns. The zoning and planning committee has invited the public in to express its opinions before it recommends an ordinance.

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GOODWIN TRIMMED

Mortimer Street Widening Must Precede Broad Street

Refreshed and relaxed by the week-end warm wave the Rochester city council Monday night waded into affairs of importance and got itself and the Story administration way over their shoe-tops in oratory. The feature of the evening was the insurrection against the Story-Baker \$2,500,000 West Main street widening program which brought out one indignant supervisor, two railroad lawyers and a militant crowd of embattled taxpayers. After these latter had been heard there was very little back-talk from the city administration. The city government began picking up its feet like a cat which had inadvertently stepped on some tangle-foot fly paper, and heartily wished that it had not made the venture.

"I was told when I came down here," declared Supervisor William Callahan, who represented West Main street folks and who was manifestly of the fighting branch of the great Callahan family, "that I would be laughed at for my pains! But I want to tell you gentlemen that there are no politicians living who are going to laugh at a ninety per cent taxpayers petition." The Story councilmen and the Mayor carefully refrained from laughing at this, whether from a sense of being candidized at being referred to as politicians or from native caution was not clear. Mr. Callahan proceeded to recount the result of a taxpayers' protest meeting at Liedkrantz Hall, and said that further widening of West Main street should be done at general city cost if it were made it perfectly clear that he and his neighbors were far, far away from any idea of helping to pay for Rochester's general traffic.

The next speaker was Attorney Brew Gilman who gave a very convincing address on behalf of the West Main street taxpayers' organization. He declared that the city government was trying to hand the property owners a very shriveled lemon, and then proceeded to examine the full extent of the sourness of the gift. He said that the city's record with the street side was anything but one calculated to develop that section of Rochester. He said that the widening undertaken two years ago met the present needs of the situation, but that further widening to an established set back line with a three-to-two per cent charge to the taxpayer would only result in much of a property being thrown back at the mortgage holders. Mr. Gilman said that the move might ultimately benefit property holders not the present ones; they would be knocked out of their ownship. He said that 75 per cent of the late widening job had been paid by the owners and that was about their limit. To ask them to give Rochester's western traffic problem out of their own pockets was to ruin them, he said.

Counsel for the Pennsylvania and the Buffalo, Rochester and Pittsburgh Railroad companies challenged the city's program and also challenged the right of the city to condemn publicly used railroad property for the set-back line. The B. R. & P. representative declared that the railroad could not afford to relinquish any more land as it needed every square foot now available for its terminal business. The Pennsylvania Railroad counsel stated that his client's share of the proposed job would amount to \$200,000 which would be tantamount to confiscation of the railroad property. William F. Strang represented the B. R. & P. interests and Percy W. Smith of Buffalo the Pennsylvania interests.

A further hearing will be offered next week on the Story-Baker plan.

Goodwin Gets Set-Back

The council voted the widening of Mortimer street at the request of Councilman Duran. This thoroughfare has been developing more importantly in the downtown traffic picture for several years. Its development is said to forecast a "punch through" across the river to Front street, and it has been stated that it will do much to relieve the main street congestion. The council voted eight to one to proceed with the Mortimer street project, opposed by Councilman Goodwin who professed to see in the move a deep-laid plot to cripple his plans for the extension of Broad street.

That gentleman received another set-back during the course of the evening in the form of an opinion from the corporation counsel, Clarence W. Platt, who said that he failed to see that Goodwin's plan to force an ordinance by taxpayers would work. He said the Goodwin petition was merely a general one and was not mandatory in compelling council action. Messrs. Goodwin and Adler talked extensively about various matters connected with Broad street and Mortimer street, developing so much forensic heat and skill as to lead a gentleman in the audience to venture the prediction to a friend that the United States Senate would some day be enriched by these councilmen's services.

A New Survey

The council received the request from the city manager that his administration be permitted to spend \$9,000, without competitive bidding, in a survey of the water system. This had been done some years ago and had revealed extensive leaks. The city manager hastened to explain his request for a non-competitive contract by telling the council that the company he had in mind was the only one capable of doing the work.

New \$100,000 Library

The city manager placed before the council a request for \$100,000 for the benefit of the branch library in Monroe avenue. No mention was made of the north-east Scio street section of the city which at the last meeting of the council Councilman Guzzetta declared to be without any library whatever.

The Culver road widening ordinance was changed to provide for an 80-foot boulevard instead of a 60-foot street, and went to committee for a hearing.

Immediate Action In Elimination Of Crossing Demanded

Proposed Boulevards Connecting Lyell and West Avenues Too Expensive, Spokesman For Taxpayers Says—Plan Commission Supports Objectors.

A subway to replace Ames Street grade crossing of the New York Central Railroad is favored by the City Planning Commission, but that group, in agreement with many residents of the district, is opposed to any immediate closing of other nearby crossings.

The commission held a public hearing yesterday in City Hall Annex, after application of both the New York Central and the Buffalo, Rochester & Pittsburgh railroads to eliminate several grade crossings in the western part of the city and substitute them with one or two undergrounds.

The railroad proposal was to close Hague, Child, York and Colvin streets. This planning commission objected to for the present. The decision of the board will now go to the Public Service Commission with a request for immediate favorable action.

The large group of taxpayers who appeared to oppose the plan for street closing, and to register approval of the Ames Street subway, had for their spokesman the Rev. Joseph H. Gellert, rector of Holy Family Church. He pointed out the inconvenience caused by numerous long freight trains which block the Ames Street grade crossing.

A plan to construct new boulevards to connect West and Lyell avenues was also discussed.

Move To Pave Way For Apartments On Exclusive East Ave.

Zoning and Planning Committee of Council to Have Hearing Monday Night—Builders Ready to Act as Soon as Regulation Is Adopted.

To speed action on Rochester's proposed new building code, which would for one thing permit apartment houses in exclusive East Avenue, the zoning and planning committee of City Council will give the matter a public hearing after adjournment of Council Monday night.

Councilman Chester A. Peake, chairman of the committee, announced the hearing today after conferring with Mayor Joseph C. Wilson. He said the committee will report back to the Council a week later so that the city legislative body may take speedy action.

City Hall does not anticipate any considerable objection to the "height, use and area" building code. In taking steps to hurry it through, the city appears to be favoring builders who want to erect apartment houses in East Avenue this year.

"There are many builders ready to comply with any conditions named by the city," Councilman Peake asserted, "but if they are to build this year they must have municipal action at once."

Opening up the high-class residential section of East Avenue to apartment houses would not mean lowering the standards of housing in that district or detracting from its exclusiveness, according to the sense of the proposed code. It provides for a board of appeals which may grant exceptions for certain types of buildings, providing they conform to a certain fixed standard.

'EVIDENCE' OF CITY PLAN WINS FAVOR

Realtors Thank Story and Commission for Getting Bartholomew's Help

FIRST REAL STEP SEEN

Baker and Fisher Leave for Final Study Conference on Control of River

In a statement issued yesterday afternoon the Real Estate Board through its president, Joseph F. Engel, expressed its appreciation to City Manager Stephen B. Story and members of the City Planning Commission in bringing about the engagement of Harland Bartholomew, a city plan expert. J. Foster Warner presided and, as a consequence of the practically unanimous opposition to the proposal, the planning commission went on record as favoring immediate elimination of the Ames Street crossing and construction of a subway and as opposed to the closing of Hague, Child, York and Colvin streets, at least for the present.

Before the board took action Father Gellert called on all those present to raise their right hand if for or against the proposition. Everyone present voted against the proposal.

City Plan 'Evidence'

"Much has been said and written about the proposed City Plan but no tangible evidence has been apparent of any definite steps toward its completion. However, the appointment of Mr. Bartholomew assures definite action on the part of the city authorities to really begin and show some real activity in meeting and solving many of the problems which the administration now has before it. The City of Rochester has always been noted for its progressiveness and willingness to do things in an efficient and expeditious manner and we hope that this reputation will be maintained in connection with the proposed City Plan and that many badly needed improvements will get due consideration and be the first to be authorized for immediate action."

To Report on River Control

As control of the river is an essential feature of the civic center study that embraces a site between the Genesee River and Broad and Court streets, Harold W. Baker, commissioner of public works, and Edwin W. Fisher, former city engineer, left last evening for Providence, where they will have a final conference with John R. Freeman, noted hydraulic engineer.

Mr. Freeman's investigation into flood control, which has been conducted in conjunction with city officials, has reached a point where Commissioner Baker is confident he can announce a definite plan for River control upon his return to Rochester Monday.

Decorating a Beauty Spot Using Banks of Beautiful River Gorge as a Dump is Sacrilege.

Beauties of the Genesee River gorge have been sung by poets and extolled by others whose enthusiasm was as great; whose ecstasy inspired as lofty thinking, but whose power of will restrained them from going beyond the confines of less picturesque prose.

And here is scenic grandeur which deserved it all. But if you will look now from Seneca Park to sections of the opposite bank of the river, what will you see?

Well, for one thing you will see countless tin cans and other articles of rubbish which have been emptied there.

Long ago, a crusade was conducted in Rochester for the preservation of the natural beauty of the banks of the Genesee and to prevent them from deteriorating into dumps.

"Eternal vigilance," once named by a great American as the price of liberty, must here also be exercised as the price of beauty.

Going Up

An engaging \$50,000 "expert" to prepare a city plan, our well paid city manager will not cheat the taxpayers if the "expert" really knows his stuff and (b) if the city will make use of the \$50,000 service.

The author of these lines has seen city planning experts in cities all over the United States come and go. Nowhere have their efforts and their "blah-blah" resulted in anything at all. The work of Mr. Story's "expert" may be an exception. We hope so.

The glaring fact of this, and most city administrations, is that absolutely essential work is neglected while fancy projects engage the attention of office holders. Streets go to rack and ruin. Ashes and garbage remain uncollected. Contractors cheat the taxpayers. City employees loaf and do worse. Politics submerge honesty.

We can't help thinking that it is too bad our well paid city manager is so helpless that he must spend so much of the taxpayers' money on "experts" to show him what to do.

We pay for our permanent city planning commission. Nevertheless when there is some city planning to be done, this commission's incompetency is admitted by the hiring of an "expert" to do the work. When are we going to receive service from the public servants we employ?

Among building permits expected this month are:

Scars-Rebeck office building, Monroe Avenue, \$50,000; addition for gas holder, Rochester gas and electric corporation at Platt Street, \$100,000; addition to School No. 36, Center Street near Portland Avenue, \$200,000; other buildings which will be erected during the next six months are: Physical and Surgical Building, Alexander Street at Gardner Park; mill and other buildings, River Dental Manufacturing Company; stores, offices and lawling alley; Devey avenue at Lexington Avenue; additions to public schools No. 41, the first section of No. 32; General Hospital addition; J. V. M. Building at Franklin Square; bath-Rochester Divinity School; Richard Park, and the School at East Avenue.

"We have received excellent cooperation from the Department of Public Works in working out our problem," Supervisor Ferguson said. "In the recent wet weather, and several streets were impassable. Commissioner Baker gave us prompt assistance and immediately took up the matter of preventing such conditions in the future."

The old Bonaldi Street sewer impasse is to be dropped in order that these streets may have new sewers draining eastward.

Value Of Playgrounds

"Every park and playground is an assurance against crime, and the development of the criminal spirit," declared Charles H. Johnston, noted criminologist, speaking before the Rochester Association of Credit Men on Wednesday evening.

That is undoubtedly true. Boys who are engaged in having healthy fun are far less likely to be drawn toward enterprises which shade from the merely mischievous into the actually criminal. Also, children are much safer on playgrounds than in the streets.

Rochester is fairly well supplied with parks. Playgrounds, however, are not as numerous or as large as they should be, especially in the crowded wards where they are most needed.

We should give more thought to this matter of providing play space for the city's least privileged children.

Commissioner Says City To Have Flood Plan Ready In Year

Preliminary Estimate Is For Widening and Deepening of River and Removal of the Buildings on West Bank—Favors Twenty-Five-Year Program.

An estimate of \$10,000,000 for widening and deepening Genesee River between Court Street dam and Central Avenue, was made known today by Harold W. Baker, commissioner of public works, as an important item to the city plan for flood control.

The city will be ready with its estimates and plans for the river improvement within the year, Mr. Baker said. This advocates of a civic center plan to be built on a white basis on which to work.

Charlotte's street and sewer problems are on the way to solution, in a resolution expected to be before City Council Monday night for improvement of at least four streets, and in petitions pending of about four more.

With approval of Harold W. Baker, commissioner of public works, a resolution asking storm water sewers and paving in four 23rd Ward streets will be sponsored by Councilman Nelson A. Milne, chairman of the Council's local improvement committee, it was said today.

The streets under the resolution are: Stutson Street between Lake Avenue and River Street; Atwell Street, from Lake Avenue west to Clayton Avenue; Strahm Street from Lake Avenue west to Clayton Avenue; and Pollard Avenue, from Lake Avenue West to Clayton Avenue.

It is barely possible Clayton Avenue may also be included in the program, John G. Ferguson, supervisor from the 23rd Ward, said today. The petition for that street already is in municipal hands.

Mr. Ferguson has brought in a petition for improvement also of Stutson Street west to Latta Road for later action, and he said another petition is being prepared for Le Roy Street, from Lake Avenue west to the city line. A petition is also on foot to circulate a petition for Denise Road.

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Golfers' Clubhouse And Improvement Of Airport Up Tonight

\$150,000 Appropriation For New Hangar and Extension of Runways and \$100,000 For Structure at Genesee Valley Links to Be Considered.

Decision on money for improvements at the municipal airport and for a new locker house at Genesee Valley Park meeting.

The Council has before it recommendations for an appropriation of \$150,000 for a new hangar and extension of runways at the airport, and one of \$100,000 to erect the new park clubhouse. Both have a good chance of passage, it was indicated.

The public is expected to be well represented in the Council Chamber tonight, because of three scheduled hearings on subjects of more than ordinary interest.

Final hearings were due on local improvement ordinances for the widening of Main Street West and the improvement of Mt. Hope Avenue. Property owners object to the heavy assessment occasioned by a 10-foot setback in connection with the Main Street project, and the Mt. Hope Avenue plan is expected to cause discussion because of its proviso for having a single street car track in the center.

The proposed new building code, which would permit apartment houses to locate in exclusive residential areas such as East Avenue, will have an airing tonight when the Council meeting adjourns. The zoning and planning committee has invited the public in to express its opinions before it recommends an ordinance.

Mr. Freeman has about decided that the city may bridge over the river and allow for a flood flow of 90,000 cubic feet of water per second, with the Rochester Gas & Electric Corporation taking care of 10,000 feet a second in a tunnel it is to be built from the Barge Canal harbor to the Lower Falls.

The Rochester Gas & Electric engineers have changed their plans for a tunnel, on recommendation of Mr. Baker.

Their plan was to have the tunnel intake on the east side of the river near the Lehigh Valley station, which would have meant the building of a new depot and trestle for its tracks.

Mr. Freeman approved a plan for locating the intake in the middle of the river in the harbor, which would mean no interference with the Lehigh property," Mr. Baker said.

Gradual Extension of Lines Outlined, with No Awards for Property Taken

Such a board would be set up under the zoning ordinance to be the subject of a public hearing to be held tomorrow night in conjunction with the City Council proceedings. The board is empowered under the legislation to consider each application individually with the view of having it conform with the general scope of the official map, yet without causing injustice to the property owners. Such a procedure necessitates consideration of the probable time when the thoroughfare will be widened but the new plan, also what is temporarily, can be made advantageously to the various parcels of property in the street.

RIVER CONTROL MEANS STUDIED BY ENGINEERS

The Rochester-based **Gas & Electric** Corporation is interested in the construction of a tunnel under the bed of the Genesee River at a point near the Court Street dam to the Upper Falls. A tunnel 26 feet in diameter is proposed, to elevate the water level of the river and increase the rapidity of flow to the falls. The tunnel for the purpose of power development. A much greater velocity can be obtained in the tunnel than in the natural bed of the river. The construction of the tunnel is being considered in conjunction with the investigation and control of the river, with reference to the Civic Center study.

Story Explains Port Should Be Equipped To Serve Big Craft

ing was broken link, Dr. Woolf explains, "These ancient Chaldeans understood every important principle after he had shown many pictures thrown on a screen. 'The West World knew nothing of these principles until Alexander the Great broke through into Asia and, precipitating their important shores of the Mediterranean, brought them back with him to The Inherited It

representatives of property owners in East Avenue against modification of the zoning ordinance making it discretionary under regulatory provisions for the board of appeals, established under the proposed measure, to grant permission for construction of multi-family buildings between Alexander Street and Union Park.

Authorized the appropriation of \$100,000 for a new locker house and its equipment at the golf links at Genesee Valley Park, and for the replacement of antiquated refectories in that park.

No Objection Made to General Plan of Zoning Bill

Property owners in East Avenue, represented by a group of the best known attorneys in Rochester, were present to make known their objections to the new zoning ordinance, which would place that section of the street from Alexander Street to Upton Park, in the "D" residential classification, making it discretionary, under the proposed ordinance, for apartments to be erected with the permission of the board of appeals, which is set up under the provisions of the measure.

The ordinance represents nearly two years of study by city officials, in which City Manager Stephen B. Barry, Harold W. Baker, commission members in charge of public works; Corporation Counsel Clarence M. Platt, and members of the zoning committee, made up of Councilmen George A. Peake, chairman; Mayor Joseph C. Wilson, and Councilman Nelson A. Milne, participated. Walter Cassinger, formerly of the City Engineering Department, participated in the drafting of the ordinance and the preparation of the city-two maps which set up the height, area and use restrictions, and they were executed by William Munger. The entire ordinance was under the general supervision of Edward Bassett, secretary of the zoning commission of New York, who also drafted the state law with reference to zoning, and is regarded as an authority on the subject.

At the request of Vice-Mayor Isaac Adler, who with other members of the Council, participated in the hearing, a comprehensive explanation of the provisions of the ordinance was given by Mr. Platt and was supplemented by Mr. Casbeer. Property owners in East Avenue, represented by John Bowman, Francis Macomber, Eugene Voorhis, Clarence Moser and Edwin A. Redfern, then objected to the "D" classification. Mr. Ven-

Churches, Hospitals, Orphan Asylums, Business Among Those Against It

There was a memorandum from the Pennsylvania Railroad and the Buffalo, Rochester & Pittsburgh Railway Company setting forth arguments against the improvement, and Mortimer R. Anstie, president of the board of directors of the Rochester General Hospital, objected to the improvement, declaring that the financial structure of the hospital made no provision for the payment of the assessments.

A resolution granting permission

A resolution granting permission to the Rochester Co-ordinated Housing to operate a bus line in Genesee Park Boulevard was adopted unanimously by the City Council last evening. Councilman Harry C. Goodwin, chairman of the public utilities committee, read a report recommending favorable action on a petition from a number of residents in the neighborhood asking that the additional service be provided, and James F. Handley

_____ \$ 5100,000 for the

Appropriation of \$100,000 for the construction of the new Monroe Avenue Branch Library was approved in a report of the finance committee submitted to the Council last evening, and in conjunction with it Vice-Mayor Isaac Adler introduced an ordinance authorizing a note issue to provide the funds. The ordinance was ordered by Mayor Joseph C. Wilson laid on the table for fourteen days, where-

With the appropriation last year

With the appropriation last evening of \$100,000 the city council made possible the first major improvement program to be undertaken in the Rochester park system by City Manager Stephen B. Story in conjunction with George J. Mer, commissioner of public safety and Charles B. Raitt, director of parks. The funds are to be used for the construction and equipment of a locker house at the golf links at Genesee Valley Park and the replacement of

The prices of \$10,000 asked by Tony Dabondere and \$20,000 asked by Angelo Vennia, for parcels of land required for the Clifton and Troup Streets extension were disapproved last evening by the City Council.

The sale of the telephone line connecting the city's water works system at Hemlock Lake to the Rochester Telephone Corporation for \$3025 was approved by the Council. The corporation will maintain the line, which has been the source of so much trouble to the city because of storms and opera-

The finance accounts of the city

The finance accounts of the city are found to be correct as the consequence of the audit completed as of December 31 last by Jackson Zaenglein & Ellis, auditors, according to the report filed last evening with the City Council. The audit is complete in its detail and goes into all financial handling of the city's money and there is a complete check on all the funds. It is the first complete annual audit un-

Land Ordinance Passes

The ordinance providing for the acquisition of the land required for the Smith Street bridge widening and approaches was unanimously adopted by the City Council, after favorable action by the public works and engineering committee, read by Councilman Edward P. Flynn, chairman.

Story Greets Chemical Society Group



As City Manager Stephen B. Story and officials of the Chamber of Commerce greeted leaders of the chemical division of the National Safety Council which opened a sectional convention at the Chamber of Commerce this morning. From left to right are, G. E. Nichols, assistant secretary of the Industrial Management Council of chamber; Mr. Story; Dr. Leonard Greenberg, of Yale University, chairman of the program committee for the convention; James E. Gleason, chairman of Industrial Management Council, and A. L. Armstrong, of the Eastman Kodak Company, chairman of the engineering committee.

TAX-PAYERS BOILING AT STREET COST

Angry Revolt Is Opened Against Story's Plans

BUCKS AIR FUNDS

(Goodwin Smothered as He Tries To Oppose Airport Bill

The Monday night meeting of the city council was very accurately described by His Honor Mayor Wilson as a "show" when he assured a big delegation of west side taxpayers that following their hearing they might remain to see the rest of the performance. The council made a signal failure in trying to look dignified at having their meeting so styled and the city manager took his seat on the rostrum with alacrity, placing his Commissioner Baker under the tense gaze of the spectators for the balance of the meeting.

There was hardly anything governmental that was not touched upon in the meeting, but the feature was probably the hop-off that Councilman Harry Goodwin took in an attempted aerial bombing expedition against a \$150,000 appropriation to give the city facilities for big planes at the municipal field. Goodwin assailed the Colonial Western Airways and declared that the field was adequate to present needs, but he went into a tail-spin when the voting started and he found himself in lone minority with the entire council against him. It was in vain that the city manager addressed Goodwin in terms of patient expostulation, declaring that the city was not building an airport for one company alone. Goodwin was not to be downed. Having been recently billed as the "fighting councilman" by a friendly daily paper, he felt called upon to fight something and found it convenient to assault an absentee airways corporation. The council vote granting funds for bigger runways and other facilities was sufficiently emphatic, however, to put an end to opposition.

The second venture that the fighting councilman took in the line of indignities was during the very heated hearing that was being held on the West Main Street extension proposition. He interrupted Dr. Walter B. O'Neill, who was opposing the ordinance, by the suggestion that the West Main Street people make a gift of the necessary land for the widening work. This open-handed lavishness with someone else's property, the dentist indicated, would be agreeable to him, but he said he couldn't speak for anyone else. Then he demanded to know of Goodwin who was going to build the street under Goodwin's plan, and declared meretriciously that the street residents were not going to do it. Mr. Goodwin did not know who was going to do it. "Where is the three half million dollars going to come from for the job?" Dr. O'Neill asked at the councilman. "It's not coming from us!" One of the city officials remarked that this was the first time on record that a councilman Goodwin had nothing to say and refrained from saying it.

TROLLEY HEAD ASKS BUS LINE FOR PLYMOUTH

Railways Can Not Stand Cost of Shifting Track, Mayor Hears, and Likes Plan

As a means of avoiding an expenditure of \$300,000, which under its present financial condition it is claimed cannot be met, the New York State Railways, through its president, James F. Hamilton, has proposed to Mayor Joseph Wilson that a bus line be established in Plymouth Avenue, connecting with Genesee Valley Park Boulevard, Chilli Avenue and the center of the city. This would make possible the elimination of the car tracks in Plymouth Avenue, making a clear stretch of pavement of 50 feet. Mayor Wilson said that the proposition looks "like a splendid one to him," and he said that an ordinance embracing the plan will be introduced in the City Council and negotiations of the Plymouth Avenue line and Plymouth Avenue property owners will be heard fully regarding the proposal before any action was taken. He said that under the plan for establishment of the bus line as a means of assisting the railways in avoiding the pavement the city does not mean that the property owners in Plymouth Avenue will

RAILWAYS DROP PLYMOUTH TROLLEY FOR BUS

Decision of the New York State Railways to substitute buses for the Plymouth Avenue trolley line was made known by Mayor Wilson today, in instructions to city engineers to amend the Plymouth Avenue widening and repaving ordinance to relieve the utility of all consideration in distribution of the cost of improvement. Mayor Wilson said that President James F. Hamilton of the railways advised him the plan was to link up Plymouth Avenue and Chilli Avenue Park Boulevard and Chilli Avenue Park Boulevard and Broad Street as a downtown terminal. Details of this bus program were to be disclosed by Mr. Hamilton, who was in New York today, on his return to Rochester tomorrow. FIRST LINE DROPPED

This is the first move of the railways to abandon a city trolley line in the history of local transportation. Traction officials said the decision was forced by a provision in the improvement ordinance which would have assessed the railways \$65,000 of the total cost of \$255,000 for widening and repaving the street. "But the \$65,000 isn't all," said Joe M. Joel, auditor of the Railways. "There would be the additional cost of new tracks, poles, trolley wires and labor, which we just can't stand. We must look forward to a resumption of division of the cost."

A New Fire House Needed

There is a certain section of the Winton Road district of Rochester that is not very completely protected by fire apparatus. It is a fairly long run from the East Avenue Fire House, and a fire might make considerable headway before the snap of hose companies could get to the scene and get their hose hitched up. The city, Winton roaders say, owns a piece of property now at the corner of Winton road and Atlantic avenue, and it would seem that the erection of a fire house at that point would give a new protection center that is badly needed. In the district in question there is a very great amount of valuable property, both privately and publicly owned; there is a big election house storage yard the contents of which are very inflammable and which would take much time to replace, and there are many costly residences and business structures. Merely because a section of a city is remote from the center of town is no reason why its fire fighting requirements should not be completely met.

NEW PROBLEMS ATTRIBUTED TO CITY'S GROWTH

Real Estate Board Is Told by Leroy E. Snyder of Need for Reorganized Municipal Government.

Suggestion that suburban communities, such as Irondequoit, be incorporated in the city while the latter recognizes the special character of the services which it should render to the suburban community, was made this noon by Leroy E. Snyder, assistant to the president of the Gannett newspapers, in speaking before the Real Estate Board at the Powers Hotel. "Unfortunately the changed situation as to our business and residential developments has not been reflected as yet in our government machinery," said Mr. Snyder. Every thoughtful person must be struck by the fact that we face a vastly different problem in the growth of cities that we faced even 10 or 20 years ago. Instead of the concentration of population in our urban centers, we are witnessing the diffusion of city populations over wide metropolitan areas. We have a highly-congested center, with the problems of transportation, of building, utilities, and the diffusion of residential properties and even the development of purely local business sections in areas far removed from the center of the city.

"We find more and more of the city dwellers living in suburban sections, commuting by train, bus, and private conveyance. In the old days, we thought of these families as removing themselves from the city. Now we realize that in every sense of the word, they still belong to the city, and that our thinking of the city must be enlarged to take in the whole metropolitan area with its problems, not only of work, but of life."

New Aspect To City Planning
"City planning, therefore, becomes a different thing than it was formerly. Its problems are more diverse and varied, and the area which must be included in city planning is many times larger than the old area of congested population. We now speak of regional planning, and realize that to plan the greater city means to take into our thinking areas that are not only distinctly urban, but suburban, and even, to a large extent, rural."

We have many thousands of Rochester families living outside the corporate limits of the city, under town and village governments that multiply the problems of community planning many times. Irondequoit is now debating whether it should have a new form of government, because it has outgrown the town government under which it lives.

Favors Merging In Some Cases
"My own feeling is that, when the suburban community reaches this point, it should be incorporated in the city, and the city should be prepared to recognize the distinctive suburban character of the outer areas in the types of service it stands prepared to render, in its methods of fixing taxation, and in its general planning program."

"I see the City of Rochester eventually including the whole County of Monroe. I do not think that we can plan for a greater Rochester adequately and intelligently without building a larger and more adequate structure of government, that will include all of the areas that truly belong to the city, in one integrated, honestly administered and efficient government."

Mr. Snyder said he believed that one of the most hopeful things in Rochester is that there is little evidence of the feeling here which is common to many cities—an interest in size as a matter of great importance in itself.

"What I seem to find in the general thought of the community about the future of the city," said Mr. Snyder, "is the feeling that the city should seek only such a growth in population and industrial resources as will give evidence of a healthy, vigorous life. I can find few, if any, persons who are interested in seeing Rochester become a larger city for the sake of size alone. We take pride in Rochester as a 'quality city.' We take pride in the quality of the city's manufactured products, and in the quality of its community life. The reputation for quality is our dearest possession, and should be conserved at all odds."

Quality Stressed
"Happily, I believe this desire for quality in Rochester does not partake of that snobbishery which believes that a thing has merit simply because it is exclusive. We are practically-minded about this whole matter of quality. We realize that it is good business, in the true sense of the word, to achieve a reputation for industrial products of a high grade, and that to build a community which means a quality of life for all the population, is the soundest principle upon which we may act."

"In speaking to real estate men, I realize that great fortunes are made in boom towns by a few persons, but such benefits are not distributed evenly, and the material success of the relatively small element of the population which comes from over-expansion, is not reflected in the general welfare of the community, nor does it produce the soundest type of community life. Therefore, although our eyes may seem dazzled by the prospect of view, it is, from the point of view of the permanent life of the community, the soundest and most practical philosophy by which we could be guided."

The speaker referred to the recent action taken by the city administration in appointing Harland Bartholomew as its consultant on city planning, and said he believed this was the most important step for the welfare of the community that had been taken in a long time.

PRISON JURY FAILS OF VERDICT IN SIX HOURS, LOCKED UP

Men Deciding Petrossi Fate Will Continue Vote This Morning DEFENSE HOPEFUL AT JURY'S DELAY Attorneys Denounce, Defend Lynd's Story for Summations

After six hours of deliberation, a county court jury which holds the fate of John Petrossi, on trial for robbery, had failed to reach a decision at 11 o'clock last night and as sent to bed at the Hotel Rochester by County Judge Frederick Dutcher. The jury will resume consideration of the case this morning. The trial began on April 10, conviction carries a maximum sentence of 10 years in prison and a \$1,000 fine.

The failure of the jury to reach a decision last night was looked upon as a very peculiar sign by Petrossi's attorneys, Charles E. Bostwick and Anthony Miceli, both of whom expressed confidence of an acquittal. The jury went into session at 5 o'clock after Judge Dutcher's exhaustive charge. There was no word of any decision by 6 o'clock when the jurors went out for dinner and a short walk. At 7:30, they resumed their deliberations but at 10:30 had given no indications of an early report and had sent out for no new instructions or information.

Lynd Denounced, Defended
While Edward J. Lynd, city inspector, was denounced on the one hand as a catfish and stool pigeon of a band of city officials, wildly anxious to make names for themselves, he was praised on the other as a young man of fine character who, when an effort was made to make him, promptly reported the incident to his superiors, and co-operated in an effort to punish the guilty man.

Lynd's character or lack of it formed the central theme of the summaries both of Charles E. Bostwick, chief counsel for the defense, and Fred S. Holbrook, assistant district attorney, in charge of the prosecution of Petrossi. Bostwick talked two and a half hours and Holbrook about an hour.

"If Lynd was put on the job by his superiors to try and entrap Petrossi, he was ten times as bad as if he had tried to shake down the contractor," said Mr. Bostwick. "It looks as though he was being used as a stool pigeon. Why do I say so? Lynd relied on it that Petrossi was going to say something to him first, regarding payment for asphalt slips but Petrossi didn't go near him and didn't say anything."

Says Lynd Feared for Job
"Then, Lynd said to himself: 'What will Mr. Baker and those other fellows say to me? I'll be kicked out if I don't get him.' In the light of this, it is not surprising that he could. Crime should be stopped as soon as it is discovered, not nursed along. If you are to find Petrossi guilty, you must find Lynd's story true, absolutely and completely, in every particular."

Mr. Bostwick discussed the discrepancy between Lynd's and Petrossi's stories as to the meeting in Court Street. Lynd said it was in August and Petrossi on Sept. 6. Bostwick asked by Harry Moulthrop, Lynd's superior who was with him on the day in question,

had not been called by the People to verify Lynd's story, if it was true. Lynd went to see Petrossi on Sept. 10, Mr. Bostwick said, and continued: "But in the meantime, someone sends Trimble to Petrossi's office on Sept. 8. Trimble says he got \$25 from Petrossi on that date there was an agreement that he was to get 25 per cent of the contract price of all loads of asphalt he signed for which were not delivered. At 25 per cent, on the basis of the prosecution's own figures, he would have got \$175.25 but he says he only got \$25."

City Tried to 'Make Showing'
"They made a stool pigeon of Trimble, too. Certain citizens were trying to make stool pigeons of both Lynd and Trimble in order to get Petrossi."

"What was the motive? I have talked in vain if I haven't made it plain. The motive was that the city officials were trying to make some showing and were using these two poor little devils to bolster up their case. It was their duty to stop the crime if there was any in its beginning but they failed to do anything."

Mr. Bostwick raised Anthony Andrews, lieutenant of detectives, as a man of principle and pointed out that Andrews said on the witness stand that he did not see the money pass while the stenographic report of the meeting was being made on Sept. 12, 1928, he said.

Bostwick said flatly that he did not believe Andrews ever made the statement credited to him in the stenographic copy. Lynd was contradicted by Andrews in other matters, notably in connection with the door by which Petrossi entered the brokerage office on Sept. 11 and as to who his companions were, Bostwick said.

Says Lynd Lost Nerve
The whole matter was "a put-up scheme from the beginning," Bostwick charged, continuing:

"A sort of dual personality, being a prominent politician as well as a lawyer. 'But as a lawyer, he stands with his integrity untouched and unshaken by politics,' Mr. Holbrook said. 'No one who knows me would think I inferred that either he or Mr. Miceli violated the ethics of their profession by telling a falsehood with what to say on the witness stand.'"

Mr. Holbrook referred to an incident of the previous day when he asked a defense witness if he went on the stand and said what "they told him to say."

Passing to Bostwick's charges against the city officials, Mr. Holbrook continued: "He indicted the chief of police, Mr. Baker, Mr. Howe, Mr. Hughes, and Mr. Nier. They are all scientific and professional men of honor and yet he charges them with doing one of the most dastardly, unprincipled and mean things that could be done. It is unbelievable that these men entered into a conspiracy for the purpose of 'getting' John Petrossi. In the first place, the whole supposition is too involved and in the second place, they are men of too high character to do anything of the sort."

Oil Scandal for Comparison

The whole question narrows down to a belief either in Trimble and Lynd or in Petrossi, he said, "with all the corroborative testimony introduced by the people. 'You have seen Trimble,' he said. 'An old man, broken in health, his job lost, practically an outcast in Rochester because of his complicity in this matter.' There was no question but that false asphalt tickets were given. Mr. Holbrook said, and that they were made out by Trimble, sent to Lynd and then passed back to the asphalt plant. Also, there was a dispute over the fact that Petrossi gave Lynd three \$20 bills, he said. "Adopting the story of the notori-

ous Doherty and Fall," Mr. Holbrook continued, "Petrossi said it was a loan, only it was \$60 instead of \$100,000 and it wasn't in a little black bag."

He went over the case from the beginning and said: "Bostwick neglected to say that the \$25 received by Trimble in September was only supplemental to what he had received previously."

City Delayed to Get Evidence

"Cut out all that bunk about Moulthrop because Mr. Bostwick knows Mr. Moulthrop could not have told anything that he didn't want on Court Street or anywhere else unless Petrossi were present. There is not a thing Moulthrop could say under rules of evidence. Why didn't the defense bring him in to prove their side of the case?"

The crime was committed on June 11, Mr. Holbrook said, but there was not enough time to get a conviction, so that Lynd was enlisted to make a more perfect case. He quoted Petrossi as having denied walking in the side entrance of the brokerage office on Sept. 11, at the meeting in Commissioner Nier's office and later, on the witness stand, asserting he did so in that entrance.

Lynd swore Petrossi entered by the Main Street West entrance. Mr. Holbrook referred to Petrossi's statement in an affidavit that he paid Lynd the money in the presence of a large crowd of people, to the first statement in Nier's office that he paid no money at all and to the third statement on the witness stand that he paid it in an inner office.

"When did he tell the truth?" Mr. Holbrook demanded.

It must have been through an error in the time that Anthony Miceli testified as to the time he was with Petrossi at the Powers Hotel on Sept. 11, he continued.

Points to Time Element

Petrossi says he left his office at 1 o'clock, so he couldn't have had lunch, gone through the transaction in Bache's office and allowed time for Lynd to get over to Mr. Nier's office at 1:15 o'clock when the bills were marked," he said.

"If Petrossi told the truth, he left his office at 1 o'clock, went into Bache's as Lynd and Andrews say he did, then went into the Powers and had lunch. Why didn't he say, in Mr. Nier's office, that Miceli, D'Aprile, and Napolitano all were there? No, all he said was a plain denial that he had given any money at all."

Lynd reported immediately to his superiors. He stands out as a man who did his duty, as he was taught to do. He should be commended for his courage and honesty in getting clear when a crime has been committed. But the officials of Rochester do not propose to let the higher-ups go this time, and it's for you to say if they would have been justified in letting the higher-ups get away and punishing the little fellows."

All the character witnesses produced by the defense except Eugene J. Dwyer profited in a business way through their acquaintance with Petrossi, he said.

Judge Dutcher's Charge

Judge Dutcher prepared his charge in advance and read it from his own testimony, he charges him with a conspiracy to receive a bribe from the defendant, which is strenuously denied by the defendant.

Both Trimble and Lynd testified to a breach of duty as public officials, this from their own testimony; Trimble in that he issued no loads and tickets for weights in excess of the actual weight, and Lynd in receipting for loads which were not delivered—unless such acts were authorized and directed by officials of the City of Rochester who were authorized and empowered to direct false entries which otherwise would constitute acts involving moral turpitude whatever cause, and at least subjecting them to removal from office. In the light of the foregoing, weigh the evidence of Lynd and Trimble as well as that of the defendant and pass on their credibility guided by your experience as men versed in the practical affairs of life and your knowledge of men and in connection with all the other credible evidence in the case."

people, he has denied on the witness stand. In the course of the trial, defendant has asked the witness stand six reputable citizens from various walks of life who testified to having known the defendant for many years, with having done business with him, and some at least with having known of his business dealings. All testified to knowing the reputation of the defendant by the speech of the people of the community in which he resides, and that the defendant bears a good reputation.

"Such witnesses are known in legal phraseology as character witnesses. Such evidence is produced in order to show that the defendant possesses a good character. And I charge you that good character, once proved, may become a sufficient ground upon which to predicate a reasonable doubt. Good character may create grounds upon which to base a reasonable doubt as to the guilt of the defendant where the evidence of good character is such as to raise a doubt in the minds of the jury as to the truthfulness or correctness of the evidence of guilt presented on the trial."

"Good character does not create a reasonable doubt as a matter of law, but rather it is a question for you to determine in your discretion, whether the character of the defendant is such as to create a doubt in your minds of the truthfulness or correctness of the evidence in the case against him."

Credibility of Witnesses

In discussing the matter of credibility of witnesses, the Court said: "In passing on credibility of a witness you have a right, and furthermore, it is your duty, to give consideration to the fact that a witness is shown to have been guilty of a crime or of any act or acts constituting moral turpitude. 'In this connection you will recall the testimony of Edward J. Lynd as to what Lynd contends for, that he had given him and the defendant on June 11, 1928, Sept. 11, 1928, and other intervening occasions and the denial on the part of the defendant of all such alleged conversations and acts on his (defendant's) part at least as were of a criminal nature or import."

Edward J. Lynd by his own testimony characterizes himself as an accomplice in the commission of the crime of bribery. As such, his testimony must be corroborated by such other evidence as tends to place in doubt the truthfulness of the evidence of the accomplice, which taken by themselves lead to the inference not only that a crime has been committed, but that the prisoner was implicated in it."

Trimble Admits Taking Bribe

Of the testimony of Thomas Trimble, the second inspector, the Court said: "This evidence was submitted and received on the theory the alleged irregularities and offenses claimed to have taken place between the defendant and said Trimble and those claimed to have taken place with said Lynd were so related to each other as to be admissible on the question of intent and motive, and that the proof of the one would tend to establish the other."

In weighing the testimony of William Trimble, you should use his great care and discrimination. By charge in advance and read it from his own testimony, he charges him with a conspiracy to receive a bribe from the defendant, which is strenuously denied by the defendant.

Both Trimble and Lynd testified to a breach of duty as public officials, this from their own testimony; Trimble in that he issued no loads and tickets for weights in excess of the actual weight, and Lynd in receipting for loads which were not delivered—unless such acts were authorized and directed by officials of the City of Rochester who were authorized and empowered to direct false entries which otherwise would constitute acts involving moral turpitude whatever cause, and at least subjecting them to removal from office. In the light of the foregoing, weigh the evidence of Lynd and Trimble as well as that of the defendant and pass on their credibility guided by your experience as men versed in the practical affairs of life and your knowledge of men and in connection with all the other credible evidence in the case."

Directs Attention to Surroundings

In arriving at the verdict in the case, as between the contention of the defendant that the \$60 was a loan and Lynd's declaration that it was of a bribe, Judge Dutcher said: "You have a right to consider the surroundings of the case, and not swift enough to..."

ELLENDT SEES BUILDING BOOM LIKELY IN CITY

Increased commercial, industrial, and public building this year was predicted today by Superintendent of City Buildings John G. Ellendt in a report sent to 85 Chamber of Commerce members by the Chamber Statistical Bureau.

Recent reports from Mr. Ellendt's office, covering the latter, indicate that April building activity will surpass the \$1,740,000 in building permits issued in April, 1928, in Rochester.

The report at the same time predicts a noticeable slump in construction of single and double residences this year.

PLYMOUTH AVE. TROLLEY PLANS NOT ANNOUNCED

Anticipated plans for the establishment of a bus line to supplant the present trolley line in Plymouth Avenue South were not forthcoming today, because of the continued absence of James M. Hamilton, president of the New York State Railways.

City officials had expected the railways chief to return from New York City today and announce to them details of the scheme to which the city raises no objection, and by which the street car company will avoid a heavy expense in connection with the widening and repaving of the street.

It was said at Mr. Hamilton's office today he may not be back in the city until the first of next week.

TAX-PAYERS BOILING AT STREET COST

Angry Revolt Is Opened
Against Story's
Plans
BUCKS AIR FUNDS

Goodwin Smothered as He
Tries To Oppose
Airport Bill

The Monday night meeting of the city council was very accurately described by His Honor Mayor Wilson as a "show" when he assured a big delegation of west side tax-payers that following their hearing they might remain to see the rest of the performance. The council made a signal failure in trying to look dignified at having their meeting so styled and the city manager forsook his seat on the rostrum with alacrity, placing his Commissioner Baker under the tense gaze of the spectators for the balance of the meeting.

There was hardly anything governmental that was not touched upon in the meeting, but the feature was probably the hop-off that Councilman Harry Goodwin took in an attempted aerial bombing expedition against a \$150,000 appropriation to give the city facilities for big planes at the municipal field. Goodwin assailed the Colonial West-ern Airways and declared that the field was adequate to present needs, but he went into a tail-spin when the voting started and he found himself in lone minority with the entire council against him. It was his vain that the city manager addressed Goodwin in terms of patient expostulation, declaring that the city was not building an airport for one company alone. Goodwin was not to be downed. Having been recently billed as the "fighting councilman" by a friendly daily paper, he felt called upon to fight something and found it convenient to assail an absentee always corporation. The council vote granting funds for bigger runways and other facilities was sufficiently emphatic, however, to put an end to opposition.

The second venture that the fighting councilman took in the line of antics was during the very heated hearing that was being held on the West Main Street extension proposition.

He interrupted Dr. Walter B. O'Neill, who was opposing the ordinance, by the suggestion that the "West Main Street people make a gift of the necessary land for the widening work. This open-handed lavishness with someone else's property, the dentist indicated, would be agreeable to him, but he said he couldn't speak for anyone else. Then he demanded to know of Goodwin who was going to build the street under Goodwin's plan, and declared emphatically that the street residents were not going to do it. Mr. Goodwin did not know who was going to do it. "Where is the three hundred and half million dollars going to come from for the job?" Dr. O'Neill asked at the councilman. "It's not coming from us!" One of the City Hall attaches remarked that this was the first time on record that Councilman Goodwin had nothing to say and refrained from saying it.

District Aroused

There was every evidence Monday that the present policy of the Story government in trying to shake down abutting property owners for a large share of the building of trunk roads through the city for use of the city at large is not going to succeed. The West Main Street tempest of opposition is one of a series of taxpayers' revolts that have been started against the Story improvement methods. It is a more or less open secret that he desires to reduce his general city cost items as low as possible in the face of mounting government costs, and has hoped to saddle a considerable margin of expense upon individual taxpayers by improvement assessments. That this system is running upon the rocks of taxpayers' disfavor is becoming more apparent with each council meeting.

More Note Borrowing

At the suggestion of the city manager the council authorized the city to borrow the \$150,000 for the airport on city notes and also authorized the borrowing of \$100,000 on notes for the lockers at the Genesee Valley Park golf links.

An impressive array of lawyers were present last night to urge the

defeat of an ordinance changing the zoning laws to permit the erection of apartments in East Avenue as far as Upton Park. A number of wealthy residents were represented by counsel. They were of the opinion that their property would be injured by apartment erection, and pleaded for the retention of the whole stretch of street east of Alexander Street for individual residences. Eugene J. Dwyer, representing prospective apartment builders, made an able address to the council in which he declared that properly controlled construction would greatly enhance the value of East Avenue property, and his side was championed by Attorney Leo J. Rice and H. H. Sullivan, president of the Business District Development Association. It was pointed out by the corporation counsel that the proposed ordinance did not throw the avenue open to apartments, but made it discretionary with the city in permitting their erection.

Among other matters before the council Monday was the receipt of the city audit, the receipt of committee approval of a \$100,000 appropriation for the Monroe Branch Library, the approval of the purchase of land for the widening of Smith Street bridge, and the granting of permission for bus operation on Genesee Park Boulevard.

TROLLEY HEAD ASKS BUS LINE FOR PLYMOUTH

Railways Can Not Stand Cost
of Shifting Track, Mayor
Hears, and Likes Plan

As a means of avoiding an expenditure of \$300,000, which under its present financial condition it is claimed cannot be met, the New York State Railways, through its president, James F. Hamilton, has proposed to Mayor Joseph Wilson that a bus line be established in Plymouth Avenue, connecting with Genesee Valley Park Boulevard, Chili Avenue and the center of the city. This would make possible the elimination of the car tracks in Plymouth Avenue, making a clear stretch of pavement of 50 feet. Mayor Wilson said that the proposal looks "like a splendid one to him," and he said that an ordinance embracing the plan will be introduced in the City Council and patrons of the Plymouth Avenue line and Plymouth Avenue property owners will be heard fully regarding the proposal before any action was taken. He said that under the plan for establishment of the bus line as a means of assisting the railways in avoiding the pavement tax does not mean that the property owners in Plymouth Avenue will

RAILWAYS DROP PLYMOUTH TROLLEY FOR BUS

Decision of the New York State Railways to substitute buses for the Plymouth Avenue trolley line was made known by Mayor Wilson today. In instructions to city engineers to amend the Plymouth Avenue widening and repaving ordinance, to relieve the utility of all consideration in distribution of the cost of improvement.

Mayor Wilson said that President James F. Hamilton of the railways advised him the plan was to link up Plymouth Avenue with Genesee Park Boulevard and Chili Avenue bus service, which would have Plymouth Avenue and Broad Street as a downtown terminal.

Details of this bus program were to be disclosed by Mr. Hamilton, who was in New York today, on his return to Rochester tomorrow.

FIRST LINE DROPPED

This is the first move of the railways to abandon a city trolley line in the history of local transportation.

Traction officials said the decision was forced by a provision in the improvement ordinance which would have assessed the railways \$65,000 of the total cost of \$255,000 for widening and repaving the street.

"But the \$65,000 isn't all," said Joe M. Joel, auditor of the Railways. "There would be the additional cost of new tracks, poles, trolley wires and labor, which we just can't stand. We must look forward to a resumption of divi-

soning some day, and we can't do this by bearing paying burdens."

CITY MUST PAY SHARE

The \$65,000 which would have been charged against the Railways, will now be apportioned against the city at large, Mayor Wilson said.

"This change in program will make no difference with abutting property owners," he said. "They will pay for twenty-six feet of the total of fifty feet to which the street is to be widened and the city at large for the rest."

The City Council last Monday granted a permit to the Railways to establish a bus line in Genesee Valley Boulevard and Chili Avenue, and the service will go into effect next week, officials said, with Plymouth Avenue to be connected with it, after the trolley tracks are removed as part of the improvement.

Tramway officials said the decision was forced by a provision in the improvement ordinance which would have assessed the railways \$65,000 of the total cost of \$255,000 for widening and repaving the street.

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NEW PROBLEMS ATTRIBUTED TO CITY'S GROWTH

Real Estate Board Is Told
by Leroy E. Snyder of
Need for Reorganized
Municipal Government.

Suggestion that suburban communities, such as Irondequoit, be incorporated in the city while the latter recognizes the special character of the services which it should render the suburban community, was made this noon by Leroy E. Snyder, assistant to the president of the Gannett newspapers, in speaking before the Real Estate Board at the Powers Hotel.

"Unfortunately the changed situation as to our business and residential developments has not been reflected as yet in our governmental machinery," said Mr. Snyder. "Every thoughtful person must be struck by the fact that we face a vastly different problem in the growth of cities that we faced even 10 or 20 years ago. Instead of rural life, we are now faced with the concentration of population in our urban centers, we are witnessing the diffusion of city populations over wide metropolitan areas. We have a highly-congested center, with the problems of transportation, of building, utilities, and the like; and then a diffusion of residential properties and even the development of purely local business sections in areas far removed from the center of the city."

The speaker referred to the recent action taken by the city administration in appointing Harland Bartholomew as its consultant on city planning, and said he believed this was the most important step for the welfare of the community that had been taken in a long time.

"We find more and more of the city dwellers living in suburban sections, commuting by train, bus, and private conveyance. In the old days, we thought of these families as moving themselves out from the city. Now we realize that in every sense of the word, they still belong to the city, and that our thinking of the city must be enlarged to take in the whole metropolitan area with its problems, not only of work, but of life."

New Aspect To City Planning
"City planning, therefore, becomes a different thing than it was formerly. Its problems are more diverse and varied, and the area which must be included in city planning is many times larger than the old area of congested population. We now speak of regional planning, and realize that to plan the greater city means to take into our thinking areas that are not only distinctly urban, but suburban, and even, to a large extent, rural."

We have many thousands of Rochester families living outside the corporate limits of the city, under town and village governments that multiply the problems of community planning many times. Irondequoit is now debating whether it should have a new form of government, because it has outgrown the town government under which it lives."

Favors Merging In Some Cases
"My own feeling is that, when the suburban community reaches this point, it should be incorporated in the city, and the city should be prepared to recognize the distinction between the character of the outer areas in the types of service it stands prepared to render, in its methods of fixing taxation, and in its general planning program."

"I see the City of Rochester eventually including the whole County of Monroe. I do not think that we can plan for a greater Rochester adequately and intelligently without building a larger and more adequate structure of government, that will include all of the areas that truly belong to the city, in one integrated, honestly administered and efficient government."

Mr. Snyder said he believed that one of the most hopeful things in Rochester is that there is little evidence of the feeling here which is common to many cities—an interest in size as a matter of great importance in itself.

"What I seem to find in the general thought of the community about the future of the city," said Mr. Snyder, "is the feeling that the city should seek only such a growth in population and industrial resources as will give evidence of a healthy vigorous life. I can find few, if any, persons who are interested in seeing Rochester become a larger city for the sake of size alone. We take pride in Rochester as a 'quality city.' We take pride in the quality of the city's manufactured products, and in the quality of its community life. The reputation for quality is our dearest possession, and should be conserved at all odds."

Quality Stressed
"Happily, I believe this desire for quality in Rochester does not partake of that snobbery which believes that a thing has merit simply because it is exclusive. We are practically-minded about this whole matter of quality. We realize that it is good business, in the true sense of the word, to achieve a reputation for industrial products of a high grade, and that to build a community which means a quality of life for all the population, is the soundest principle upon which we may act."

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TAX-PAYERS BOILING AT STREET COST

Angry Revolt Is Opened Against Story's Plans
BUCKS AIR FUNDS
Goodwin Smothered as He Tries To Oppose Airport Bill

The Monday night meeting of the city council was very accurately described by His Honor Mayor Wilson as a "show" when he assured a big delegation of west side tax-payers that following their hearing they might remain to see the rest of the performance. The council made a signal failure in trying to look dignified at having their meeting so styled and the city manager forsook his seat on the rostrum with alacrity, placing his Commissioner Baker under the tense gaze of the spectators for the balance of the meeting.

There was hardly anything governmental that was not touched upon in the meeting, but the feature was probably the hop-off that Councilman Harry Goodwin took in an attempted aerial bombing expedition against a \$150,000 appropriation to give the city facilities for big planes at the municipal field. Goodwin assailed the Colonial Western Airways and declared that the field was adequate to present needs, but he went into a tail-spin when the voting started and he found himself in lone minority with the entire council against him. It was in vain that the city manager addressed Goodwin in terms of patient expostulation, declaring that the city was not building an airport for one company alone. Goodwin was not to be downed. Having been recently billed as the "fighting councilman" by a friendly daily paper, he felt called upon to fight something and found it convenient to assail an absentee always corporation. The council vote granting funds for bigger runways and other facilities was sufficiently emphatic, however, to put an end to opposition.

The second venture that the fighting councilman took in the line of indignities was during the very heated hearing that was being held on the West Main Street extension proposition. He interrupted Dr. Walter B. O'Neill, who was opposing the ordinance, by the suggestion that the "West Main Street people make a gift of the necessary land for the widening work. This open-handed lavishness with someone else's property, the dentist indicated, would be agreeable to him, but he said he couldn't speak for anyone else. Then he demanded to know of Goodwin who was going to build the street under Goodwin's plan, and declared unrepentantly that the street residents were not going to do it. Mr. Goodwin did not know who was going to do it. "Where is the three million a half million dollars going to scope from for the job?" Dr. O'Neill asked at the councilman. "It's not coming from us!" One of the City Hall attaches remarked that this was the first time on record that a councilman Goodwin had nothing to say and refrained from saying it.

District Aroused
There was every evidence Monday that the present policy of the Story government in trying to shake down abutting property owners for a large share of the building of trunk routes through the city for use of the city at large is not going to succeed. The West Main Street tempest of opposition that have been started against the Story improvement methods. It is a more or less open secret that he desires to reduce his general city cost items as low as possible in the face of mounting government costs, and has hoped to saddle a considerable margin of expense upon individual taxpayers by improvement assessments. That this system is running upon the rocks of taxpayers' disfavor is becoming more apparent with each council meeting.

More Note Borrowing
At the suggestion of the city manager the council authorized the city to borrow the \$150,000 for the airport on city notes and also authorized the borrowing of \$100,000 on notes for the lockers at the Genesee Valley Park golf links.

An impressive array of lawyers were present last night to urge the defeat of an ordinance changing the zoning laws to permit the erection of apartments in East Avenue as far as Upton Park. A number of wealthy residents were represented by counsel. They were of the opinion that their property would be injured by apartment erection, and pleaded for the retention of the whole stretch of street east of Alexander Street for individual residences. Eugene J. Dwyer, representing prospective apartment builders, made an able address to the council in which he declared that properly controlled construction would greatly enhance the value of East Avenue property, and his side was championed by Attorney Leo J. Rice and H. H. Sullivan, president of the Business District Development Association. It was pointed out by the corporation counsel that the proposed ordinance did not throw the avenue open to apartments, but made it discretionary with the city in permitting their erection.

Among other matters before the council Monday was the receipt of the city audit, the receipt of committee approval of a \$100,000 appropriation for the Monroe Branch Library, the approval of the purchase of land for the widening of Smith Street bridge, and the granting of permission for bus operation on Genesee Park Boulevard.

TROLLEY HEAD ASKS BUS LINE FOR PLYMOUTH

Railways Can Not Stand Cost of Shifting Track, Mayor Hears, and Likes Plan

As a means of avoiding an expenditure of \$300,000, which under its present financial condition it is claimed cannot be met, the New York State Railways, through its president, James F. Hamilton, has proposed to Mayor Joseph Wilson that a bus line be established in Plymouth Avenue, connecting with Genesee Valley Park Boulevard, Chili Avenue and the center of the city. This would make possible the elimination of the car tracks in Plymouth Avenue, making a clear stretch of pavement of 50 feet. Mayor Wilson said that the proposition looks "like a splendid one to him," and he said that an ordinance embracing the plan will be introduced in the City Council and passed by the Plymouth Avenue line and Plymouth Avenue property owners will be heard fully regarding the proposal before any action was taken. He said that under the plan for establishment of the bus line as a means of assisting the railways in avoiding the pavement tax, does not mean that the property owners in Plymouth Avenue will

RAILWAYS DROP PLYMOUTH TROLLEY FOR BUS

Decision of the New York State Railways to substitute buses for the Plymouth Avenue trolley line was made known by Mayor Wilson today, in instructions to city engineers to amend the Plymouth Avenue widening and repaving ordinance, to relieve the utility of all consideration in distribution of the cost of improvement.

Mayor Wilson said that President James F. Hamilton of the railways advised him the plan was to link up Plymouth Avenue with Genesee Park Boulevard and Chili Avenue bus service, which would have Plymouth Avenue and Broad Street as a downtown terminal.

Details of this bus program were to be disclosed by Mr. Hamilton, who was in New York today, on his return to Rochester tomorrow.

FIRST LINE DROPPED
This is the first move of the railways to abandon a city trolley line in the history of local transportation.

Traction officials said the decision was forced by a provision in the improvement ordinance which would have assessed the railways \$65,000 of the total cost of \$255,000 for widening and repaving the street.

"But the \$65,000 isn't all," said Joe M. Joel, auditor of the Railways. "There would be the additional cost of new tracks, poles, trolley wires and labor, which we just can't stand. We must look forward to a resumption of division."

New Aspect To City Planning
"City planning, therefore, becomes a different thing than it was formerly. Its problems are more diverse and varied, and the area which must be included in city planning is many times larger than the old area of congested population. We now speak of regional planning, and realize that to plan the greater city means to take into our thinking areas that are not only distinctly urban, but suburban, and even, to a large extent, rural."

We have many thousands of Rochester families living outside the corporate limits of the city, under town and village governments that multiply the problems of community planning many times. Irondequoit is now debating whether it should have a new form of government, because it has outgrown the town government under which it lives.

Favors Merging In Some Cases
"My own feeling is that, when the suburban community reaches this point, it should be incorporated in the city, and the city should be prepared to recognize the distinctive suburban character of the outer areas in the types of service it stands prepared to render, in its methods of fixing taxation, and in its general planning program."

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The speaker referred to the recent action taken by the city administration in appointing Harland Bartholomew as its consultant on city planning, and said he believed this was the most important step for the welfare of the community that had been taken in a long time.

A New Fire House Needed

There is a certain section of the Winton Road district of Rochester that is not very completely protected by fire apparatus. It is a fairly long run from the East Avenue Fire House, and a fire might make considerable headway before the snap of hose companies could get to the scene and get their hose hitched up. The city, Winton roaders say, owns a piece of property now at the corner of Winton road and Atlantic avenue, and it would seem that the erection of a fire house at that point would give a new protection center that is badly needed. In the district in question there is a very great amount of valuable property, both privately and publicly owned; there is a big election house storage yard the contents of which are very inflammable and which would take much time to replace, and there are many costly residences and business structures.

Merely because a section of a city is remote from the center of town is no reason why its fire fighting requirements should not be completely met.

NEW PROBLEMS ATTRIBUTED TO CITY'S GROWTH

Real Estate Board Is Told by Leroy E. Snyder of Need for Reorganized Municipal Government.

Suggestion that suburban communities, such as Irondequoit, be incorporated in the city while the latter recognizes the special character of the services which it should render the suburban community, was made this noon by Leroy E. Snyder, assistant to the president of the Gannett newspapers, in speaking before the Real Estate Board at the Powers Hotel.

"Unfortunately the changed situation as to our business and residential developments has not been reflected as yet in our governmental machinery," said Mr. Snyder.

Every thoughtful person must be struck by the fact that we face a vastly different problem in the growth of cities that we faced even 10 or 20 years ago. Instead of rural concentration of population in our urban centers, we are witnessing the diffusion of city populations over wide metropolitan areas. We have a highly-congested center, with the problems of transportation, of building, utilities, and the like; and then a diffusion of residential properties and even the development of purely local business sections in areas far removed from the center of the city.

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ELLENDT SEES BUILDING BOOM LIKELY IN CITY

Increased commercial, industrial, and public building this year was predicted today by Superintendent of City Buildings John G. Ellendt in a report sent to 85 Chamber of Commerce members by the Chamber Statistical Bureau.

Recent reports from Mr. Ellendt's office, continues the letter, indicate that April building activity will surpass the \$1,100,000 in building permits issued in April, 1928, in Rochester.

The report at the same time predicts a noticeable slump in construction of single and double residences this year.

PLYMOUTH AVE. TROLLEY PLANS NOT ANNOUNCED

Anticipated plans for the establishment of a bus line to supplant the present trolley line in Plymouth Avenue South were not forthcoming today, because of the continued absence of James M. Hamilton, president of the New York State Railways.

City officials had expected the utilities chief to return from New York City today and announce to them details of the scheme to which the city raises no objection, and by which the street car company will avoid a heavy expense in connection with the widening and repaving of the street.

It was said at Mr. Hamilton's office today he may not be back in the city until the first of next week.

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Jury Is Discharged After Disagreement On Petrossi's Guilt

District Attorney Announces No Further Action to Be Taken Until After Study of First Trial—Outcome Regarded as Partial Defense Victory.

By Francis W. Miller.

Status of the Petrossi bribery case, in which there was a jury disagreement late yesterday, was uncertain today although it was definitely learned from the district attorney's office that nothing would be done with it until the next criminal term of County Court.

The decision as to whether Petrossi will be tried again rest finally with District Attorney William F. Love and it is believed that he will not hurry his determination and will first review the trial of this week in detail.

If Mr. Love decides that it would be futile to place the contractor on trial a second time, the indictment charging Petrossi with giving \$60 in bribe money to Edward J. Lynd, city inspector, last Sept. 11 for passing slips for "phantom" loads of asphalt, will probably be dismissed.

After balloting nearly 15 hours, Petrossi jury was summoned before Judge Dutcher at 5 p. m. yesterday. When the foreman, George W. Watts of 124 Aberdeen Street, a printer, was asked if the jury had decided upon a verdict he replied that it had not.

"About 50-50," was the answer. "If there is any jurymen who believe a verdict is possible with a further deliberation, let him stand up," directed the court.

There was no response, but one jurymen remarked that the situation seemed hopeless as "we are about 50-50." Charles E. Bostwick, chief defense counsel, then suggested that the court ask the jurymen if they thought it would aid them in the decision if any part of the testimony or charge were read to them or exhibits in the case placed at their disposal. None thought it would. Judge Dutcher then thanked the jurors for their services and discharged them.

Petrossi, who has been plainly bored through the entire trial with an added touch of nervousness during the period the jury was out, was in the courtroom when the jury was discharged. He said nothing, but it was obvious that both he and his counsel, Mr. Bostwick and Anthony Miceli, regarded the disagreement as a partial victory.

Deadlocked from the First. It was stated that the jury was hopelessly deadlocked from the first ballot. After receiving the case at 5 p. m. Thursday the jury took one ballot before going to dinner and the result showed seven to five for conviction, according to one of the jurors.

After dinner, when the balloting was resumed, the vote swung to six for conviction and a like number for acquittal, and there it remained until the 12 men were of flocked up for the night at 11 p. m.

One jurymen said that when consideration was resumed yesterday morning the vote remained six to six for a number of ballots. Later in the day it swung to seven for acquittal and five for conviction, and that was the score when Judge Dutcher summoned them. It was stated by one jurymen that only 12 ballots were taken during the entire time the jury was out.

The core of the Petrossi case seemed to hang about the charge by Edward J. Lynd that Petrossi promised him money if he would approve slips indicating that Petrossi had used more materials in the Jersey Street pavement last June than had actually gone to make up the pavement. The defense claimed a "frame-up" on Petrossi, and that the contractor had given Lynd the money as a personal loan.

\$5,000 Bail Continued

Judge Dutcher continued Petrossi's bail of \$5,000 until the next step in the case is taken. Failure of prosecution to obtain a conviction in the Petrossi case marks the second reverse met by the present city administration in connection with efforts to punish alleged wrongdoings of persons connected, directly or indirectly, with the city government.

Frank W. Miles and James F. Hamilton, a few months ago were adjudged not guilty of a charge of conspiracy, based on the alleged peddling of advance information of an examination conducted by the Board of Plumbing Examiners.

Abandonment of the Exchange car line, if affected, will come as a result of an ordinance now pending for widening and repaving of Mt. Hope Avenue, on which the street cars run over part of the line. A provision of the ordinance is that the street car line, now double, be reduced to a single track.

Rather than go to the expense of doing this work, Mr. Hamilton said, the railway company is willing to install bus service in accordance with the city's request.

When the Plymouth Avenue South ordinance was passed a few weeks ago, ordering the railways to take their tracks from both sides of the street and place them in the center, the company objected on the basis of undue expense. Instead, Mr. Hamilton finally asked

The property owners at a meeting at Liederkranz Hall last night voted they would oppose any widening ordinance which did not provide for the city at large bearing the cost of the widening.

Another improvement project to come before the Council is an amendment to the Plymouth Avenue widening and repaving ordinance to permit the New York State Railway to substitute buses for the present trolley line, now operating on both sides of the street between Clarissa Street and the Pennsylvania railroad tracks at the entrance to Genesee Valley Park.

The amended ordinance will not be the subject of a hearing for at least another week.

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Abandonment of the Exchange Street-Mt. Hope Avenue trolley tracks as well as those in Plymouth Avenue will be provided in a resolution Mayor Wilson will present to the City Council tonight, he announced at noon.

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Resolution Covering Plan To Be Offered City Council Tonight

James F. Hamilton, President, State Railways, Says Service Will Start Within Thirty Days After Permit Is Granted by City.

A second street car line in Rochester will bow to the encroachment of motor bus service if a resolution, expected to be submitted to City Council tonight, is passed.

The city has suggested to James F. Hamilton, president of the New York State Railways, that the Exchange Street line be abandoned in favor of busses. Mr. Hamilton has expressed his willingness to install the service.

Only a few days ago, announcement was made that the street railways would substitute busses for the Plymouth Avenue South line. Both changes would have been brought to a head by municipal action towards widening and improving streets on which the car lines run.

If the Council takes favorable action on the resolution tonight, Mr. Hamilton said he will have an application for a permit to run busses over the streets, ready for the Council next week. If the permit is granted, the bus service will be launched within 30 days.

Abandonment of the Exchange car line, if affected, will come as a result of an ordinance now pending for widening and repaving of Mt. Hope Avenue, on which the street cars run over part of the line. A provision of the ordinance is that the street car line, now double, be reduced to a single track.

Rather than go to the expense of doing this work, Mr. Hamilton said, the railway company is willing to install bus service in accordance with the city's request.

When the Plymouth Avenue South ordinance was passed a few weeks ago, ordering the railways to take their tracks from both sides of the street and place them in the center, the company objected on the basis of undue expense. Instead, Mr. Hamilton finally asked

The property owners at a meeting at Liederkranz Hall last night voted they would oppose any widening ordinance which did not provide for the city at large bearing the cost of the widening.

Another improvement project to come before the Council is an amendment to the Plymouth Avenue widening and repaving ordinance to permit the New York State Railway to substitute buses for the present trolley line, now operating on both sides of the street between Clarissa Street and the Pennsylvania railroad tracks at the entrance to Genesee Valley Park.

The amended ordinance will not be the subject of a hearing for at least another week.

After dinner, when the balloting was resumed, the vote swung to six for conviction and a like number for acquittal, and there it remained until the 12 men were of flocked up for the night at 11 p. m.

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SECOND TRIAL FOR PETROSSI IS UNCERTAIN

City Officials and District Attorney Staff Discouraged at Bribery Trial Results

Refusal of city officials to comment and the attitude taken by the district attorney's office, after a jury had disagreed over bribery charges against John Petrossi, paying contractor, gave rise yesterday to belief that the defendant may not have to face retrial.

The jury was discharged by County Judge Dutcher, after deliberating for twenty-four hours on evidence adduced in the ten day trial.

City Manager Story and Safety Commissioner Nier, moving spirits in the prosecution, said they had no comment to make on the matter. At the same time, the district attorney's office announced that the case would not be moved for trial again at the present term of court.

Those back of the bribery prosecution appeared to be discouraged over their second failure to convict men they have accused of corrupt practices in the city's financial affairs.

One factor in that attitude may have arisen from the fact that expenses to the county for the trial just ended were estimated at \$5,000. Another trial at that cost would leave room for much criticism, it is felt, if it proved unsuccessful.

Assistant District Attorney Fred S. Holbrook said yesterday that the case would not be moved for retrial at the present term of court.

"Whether it will ever be moved for trial again, I cannot say," Mr. Holbrook added. "That will have to be determined at a conference of city officials and our office. Nothing more can be said about the case at this time."

Petrossi, the defendant, and his attorneys, Charles E. Bostwick and Anthony Miceli, viewed the disagreement as a victory. None of the three would make a statement after the jury was discharged by Judge Dutcher.

Two months ago, Frank W. Miles and James P. Hogan, former city plumbing examiners, were acquitted by a County Court jury after trial on charges of selling plumbing license examination papers in advance.

From the first ballot, the jury was hopelessly divided. It was learned. One juror, disregarding the pledge to keep the proceedings secret, stated that the first ballot stood seven to five for conviction of Petrossi.

Twelve ballots taken. Later the count showed the twelve men evenly divided. At the close, the pendulum of justice appeared to be swinging the other way, with seven to five for acquittal. There the matter rested. Only twelve ballots were taken altogether, it was stated.

At 5 p. m. Friday, Judge Dutcher called in the jury. He asked George W. Watts, No. 124 Aberdeen Street, the foreman, whether there was any possibility of the jury reaching an agreement.

"If there is any jurymen who believe a verdict is possible, let him stand up," the court directed. Not one stood. One juror, however, remarked that the situation appeared hopeless.

"We stand about 50-50 on the matter," he said.

The jurors were then asked whether it would help matters if any of the exhibits were given to them or any of the testimony read.

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NEW ASSESSMENT METHOD FOR CITY URGED

Out of the controversy over widening Main Street West there arose today a demand for a new method of assessing taxes. Local improvement assessment, that all projects suggested in a new city plan may not be defeated by protests of property owners against paying for them.

Sol Neuman, who, with his father, Abe Neuman, is the owner of property at No. 288 Main Street West, with a front on Broad Street, submitted to city officials protests against further planning until the city has a new method of assessment to meet improvements.

"What benefits can be derived from the planning of Harland Bartholomew, planning expert, if we have no sound method of assessment for the improvements he outlines?" asked Mr. Neuman. "All the people have to do is to kick as they did in Main Street West and the city administration will quit and there everything will end."

"We in Main Street West did not ask for a wider street, but we got it for the convenience of motorists by setting the curbs back six feet on both sides. Our sidewalks, which were an asset to retail merchandising, immediately became of no trade value, as the people do not use them for walking on wet days and mud on wet days from passing traffic. We have lost thousands of dollars because of the widening."

"Then to restore our use of the sidewalks, the city government in 1923 passed an ordinance for widening the street at the expense of building fronts. A fine picture was painted of an improvement to cost but \$1 per front foot. The city had acquired ten feet in front of seven parcels of land when it realized the cost, instead of being \$1 per foot would be \$339 per foot."

"That tipped over the apple cart. The people could not stand such a cost and naturally fought to have it charged to the city at large."

"The city government, having no precedent for such assessing and fearing it would result in movements for assessing all local improvements against the city at large, adopted a political method of avoiding a serious issue. They voted down the improvement ordinance and would forget the issue."

"Meanwhile the ordinance as passed by the city council, January 1, but the actual naming of the men was held up pending a decision as to the civil service requirements. If the posts are to be filled by civil service examination, the test will have to be thrown open to the entire police department and the men will be rated 50 per cent on their length of service."

"Detectives have to be chosen on qualifications which do not affect any other job in the department," said Mr. Nier. "These qualifications cannot be determined by written examination, neither does length of service have any bearing on the men's aptitude for detective work."

Mr. Telford indicated he would favor taking the appointments out of the realm of civil service examination.

No preferred list of names has been selected from which to fill the posts, Mr. Nier said. He added that the police department is in need of the four additional detectives at the earliest possible moment.

The Washington bureau representative was called here by Louis K. Lazarus, secretary of the Civil Service Commission, to help straighten out the tangle.

With Carl A. Taubert, representative of Harland Bartholomew, city plan expert, in the city today, the way was prepared for actual work on Rochester's city plan.

Mr. Taubert will be in charge of the work here. Later he will be joined by Earl O. Mills, associate of Mr. Bartholomew in St. Louis. Mr. Bartholomew was here two weeks ago conferring with city officials as to the program on which his men will work, and he will return from time to time as the work goes on.

Mr. Taubert comes here from Toledo, where he has been preparing a county plan. He has been associated with Mr. Bartholomew several years.

The plans and data which Rochester already has prepared in its city planning movement are available for Mr. Taubert. He congratulated the city today on its foresight in having this preliminary work done. One of the most important items is a complete map showing the political units of the city and order of their establishment.

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PETROSSI LOW PAVING BID REJECTED

Rochester's city government gave a "scold" against the John Petrossi Company today, despite recent failure of a County Court jury to convict John Petrossi, head of the company, on a charge of falsifying a street improvement inspection.

The Bureau of Purchase and Supply, by resolution, declared the Petrossi Company an irresponsible bidder.

The resolution, which took from the Petrossi company, low bidder, the contract for paving Lattimore Road, was as follows:

"Falsified bids on Lattimore Road pavement walks and sewer received this day from Commissioner of Public Works."

"The proposal of John Petrossi Company received, March 27, 1923, to construct Lattimore Road pavement, walks and sewer, pursuant to ordinance adopted by the council, August 27, 1923, being No. 110, is hereby rejected on the ground that the bidder is not a responsible bidder."

Before the board acted, City Manager Story, Public Works Commissioner Baker and Corporation Counsel Platt held a long conference, after which Mr. Platt's opinion was expressed in the resolution adopted by the board. Messrs. Story and Baker said the resolution spoke for itself.

The Lattimore Road contract was awarded to Roney, Thompson & Corporation at \$24,350.25. The low bid of the Petrossi Company was \$22,342.70.

Carl Robbins of Sullivan and Dwyer, attorney for John Petrossi, in civil actions said no resolution in civil actions would be made by the Petrossi bid would be made today.

The Petrossi Company submitted bids on two pavements today—Fayette Street and Westmore Park—before the board acted on the alleged responsibility of the company.

Retrial of Petrossi by a special panel of jurors, as suggested by County Judge Dutcher in District Attorney Love, appeared out of the question today.

The county prosecutor declared he wanted to read the evidence of the trial, which ended in a jury disagreement last Friday, before deciding when he wanted to move the case for retrial. The record of the trial, which took ten days, has yet to be transcribed by the court stenographer.

Another possible cause for delay in a retrial became known also when it was learned that Assistant District Attorney Holbrook, who tried the case for the people, plans to leave for California May 23, to be gone about a month. The May term of court opens May 20, and criminal work will not start until June 10.

"This data have a great deal of time at the start," said Mr. Taubert. "In most cities where I have worked, I had to compile such maps and information myself before the work could get under way."

He was introduced today to various city officials and departments by Henry Howe, city engineer.

The city planning headquarters will be located in City Hall, Mr. Howe said, but it has not been decided which office will be turned over to him.

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LONGER TEST OF MANAGER RULE ASKED

Debt Reduction, Development of City Plan First Steps Only, U. R. Students Told

FREE COUNCIL CITED Independence of Officials and Sway of Public Wishes Stressed by Isaac Adler

Rochester substituted methods of successful business corporations for political administration of city affairs sixteen months ago and, in the intervening year and a third, the City Manager Plan has proved an unqualified success, Vice-Mayor Isaac Adler yesterday told an audience of University of Rochester students in the Memorial Art Gallery.

Yet it will take two or more additional years of sympathetic administration before the new government will have shown the extent of its potential worth to the city, Mr. Adler declared.

Rapid reduction of a city debt that had been piling up since 1910, disregard for politics by the City Council, members of which were nominated without the support and in spite of the Republican organization which had candidates of its own, passage of a non-partisan election amendment and development of a city planning schedule were features of the new government stressed by Mr. Adler, who said in part:

"The two important departments of the city administration which have been changed are the legislative and the executive."

"The legislative department is now vested in a council which is independent, open, deliberative, responsive to the public will and efficient."

"It is independent. Eight of its nine members were nominated at a Republican primary in opposition to the candidates of the Republican organization. All were elected as Republicans by the Republican organization. Nevertheless, as a working body the Council is wholly free from political influence."

Responsive to Public Will. "It is open. All its sessions are of course public as are practically all of the sessions of its committees. The Council works through nine committees, each member being chairman of one committee and member of two others."

"It is deliberative. A free discussion of important matters on the floor of the Council is no longer the exception, but the rule."

"It is responsive to the public will. Evidence of this is to be found in the large attendance and generous participation by the public at the sessions of the Council and its committees. These public discussions by the people have been extremely useful as an indication of what the people want."

Has Efficiency Record. "It is efficient. The record of the Council during its first year amply demonstrates that. The choice of the city manager, adoption of the budget, audit of the city's finances, prohibition of fireworks, provision for airport and amendment of the charter providing for non-partisan city elections are illustrations of the legislative accomplishments of the year."

"All of these characteristics of the Council are well illustrated in the adoption of non-partisan elections. Contrast this, if you please, with the adoption of the city manager charter on July 28, 1923. The latter act completely changed the form of our city government. Nevertheless it was adopted by a unanimous vote without a word of discussion in the Council."

The amendment was adopted by a vote of six to two, against the opposition of the Republican organization, and after a discussion which lasted two full evenings and attracted a capacity audience.

Story's Appointments Cited. "Let us turn now to the executive branch. What has Mr. Story done to justify the confidence shown in him by his appointment as city manager?"

First I would name his appointments. The Commissioner of Public Works, Mr. Baker, had long been an outstanding figure of the VanZandt administration and had been retained, under protest as it was generally believed, by Mayor O'Neil. He was reappointed by Mr. Story. Mr. Platt, an able corporation counsel, was reappointed; Mr. Higgins, first in command under Mayor Wilson in the financial department, was appointed comptroller; and Mr. Nier, a new man, became commissioner of public safety.

"All of these appointments were made wholly on the basis of efficiency and all have justified their selection."

The greatest single achievement in my judgment is in the city's finances.

"The budget adopted early in 1923 provided for an increase in taxation of \$1,900,000. This was due in part to an expected normal increase in running expenses of the city amounting to \$430,356.00, and the balance to the necessity of paying off debts incurred prior to Jan. 1, 1923 for current expenses."

Debt Cut of \$918,000. "In 1919 the city began to spend in excess of its income. At first the amount was only \$250,000, by the end of 1923 this had grown to \$2,918,000. The new charter required this debt to be liquidated by Jan. 1, 1934 and the budget provided for reducing the debt the first year by \$500,000."

"However, the result of closely guarded expenses and many economies, aided by a little good fortune in income from various sources other than taxation, has been that the debt of the city for current maintenance was reduced last year from \$2,918,000 to \$2,000,000, and it may reasonably be expected that close to another million dollars of indebtedness will be wiped out this year without any increase in taxation."

Many other things are worthy of mention—open disclosure of peculation and bribery, correction of city property and establishment of central store, centralizing purchasing, collection of taxes in two installments with consequent saving in interest, speeding up work on assessment rolls, improved operation of garbage plant, improvement in methods of local assessments, snow cleaning, contract bridge construction, zoning ordinance, improved morale in police and fire departments, parks and charities and finally development of a city plan."

City Plan Development. "Next to the financial progress of the city, its most significant forward step is in the direction of a city plan."

"Not a plan in the sense merely of a Civic Center or a group of beautiful buildings, but a plan in the sense of the practical development of the entire city covering a period of many years and embracing important highways, schools, bridges, flood protection, harbor development, transportation and all other elements that enter into the growth and development of a city."

"It would be foolish to maintain that the new administration of the city has been perfect and that no mistakes have been made. I feel, however, no hesitation in saying that the city has made decided progress and that the new government has in my judgment fully justified the hopes and expectations of its sponsors."

"One year is, of course, no test. Two years will be inadequate as a measure of real value. If, however, the city manager government continues to administer sympathetically for an additional two or four years, I am confident the results of lasting value to the City of Rochester will be accomplished."

He will be arraigned in City Court and not swift enough to

MAIN WEST WIDENING PHASE DEFEATED IN COUNCIL VOTE; EAST AVENUE PROTESTS

Second Strong Muster of Taxpayers Against Apartment Houses

COMMITTEE GETS 3 BIG PETITIONS

Hearing Fills Council Chamber; Another To Be Conducted

Strong sentiment against the placing of East Avenue and adjacent streets in a "D" classification under the new zoning ordinance, making it permissible for the board of appeals which will be created to approve applications for apartment buildings under such regulatory provisions as it may elect, was expressed last evening at the second hearing conducted on the proposed measure by the city planning and zoning committee of the City Council.

The committee, made up of Councilman Chester A. Peake, chairman; Mayor Joseph C. Wilson and Councilman Nelson A. Milne, took the matter under advisement. In concluding the hearing Dr. Peake said that before any definite action was taken the property owners would be accorded another opportunity to be heard. In the meantime the arguments were advanced will be given proper weight and an effort made to reach a decision in keeping with the best interests of all concerned.

Two Big Petitions Filed

The hearing followed the Council session, and all of the councilmen remained for the discussion. At various points Vice-Mayor Isaac Adler and Councilman Harry C. Goodwin and Louis S. Foulkes interposed questions to clarify the discussion and to emphasize points that had been made. The Council chambers were filled to capacity, and included in the audience were many residents of East Avenue and adjacent streets who are allied in the cause to prevent the erection of apartment buildings in the neighborhood.

Documentary evidence of the sentiment against the modification of the zoning ordinance, apartment construction was presented by Edwin C. Redfern, attorney who submitted a petition, which, although only partly circulated, represented more than 60 per cent of the property owners by frontage. Avenue. Supplementing this petition was one offered by Clarence E. Moser, of the law firm of Hubbell, Taylor, Goodwin & Moser, in behalf of the protesting property owners living in that section of East Avenue between Alexander Street and Union Park, which comes under the modification. This petition, Mr. Moser asserted, represents upward of 60 per cent of the frontage and a much larger percentage of the assessed valuation. He also presented what he termed as a virtually unanimous petition from East Avenue property owners between Union Park and Culver Road against the modification, who feel, as he declared, that the lessening of the prohibitory provisions in lower East Avenue would result in the measure being extended farther eastward.

Weight, area, appearance, etc., of the board of appeals may influence the decision. In summing up the argument of the opponents to the "D" classification, Mr. Moser asserted that the ordinance as drawn was regarded as a constructive measure, the residents of East Avenue

had one request regarding it and that was to place the locality in the "E" classification and continue, as Mr. Redfern put it, the protection that had been accorded the residents there in past years against the invasion of apartment house buildings.

The attitude of previous administrations toward apartments in East Avenue and how they were prevented, was expressed by Mr. Redfern and he made the point that the property owners in the territory affected were not requesting a modification. This brought a response from Walter H. Cassebeer, who prepared the use of maps under the proposed measure, that the number of applications for permits to construct apartments in the East Avenue district resulted in a tentative decision to place it in the "D" classification for the purpose of assuaging sentiment, and he said that this purpose has been served, and much is being learned about their attitude. He said one or two of the applications came from property owners living in the territory.

The argument was advanced by John P. Bowman, attorney for several property owners in East Avenue and adjacent streets that the zoning ordinance of the property owners as reflected in the petitions should control. He declared that the pressure for the change was made by persons who hoped to benefit personally by the loss of others. He said that progress was desirable, if it was not to the disadvantage of others, and he pictured an apartment building, which he characterized as human beehives, alongside of one of the attractive homes in East Avenue, and declared it would be a real property loss to the owner of the residence. He said it would be not only an aesthetic loss, but a depreciation of property valuation of at least 25 per cent.

Similar argument was made by R. E. White, attorney for property owners and Eugene van Voorhis, who said that it was a hardship for persons who have lived in East Avenue for upward of 25 years to be forced from their homes that have been fixed up to meet their personal tastes by the encroachment of apartment buildings.

As one of the residents of the street, Libanus M. Todd said that he did not feel that the time was opportune for the modification of the restriction. He said that the ordinance was strongly against it from property owners with whom he has talked. He said that some years hence it might be desirable to make the change, but there is now no urgent need for apartments, and he believed that the situation would best be met for the present by keeping the restrictions. He said that everybody is interested in the preservation of East Avenue, and felt that if it was possible the people of the city would vote to retain the present status.

Mr. Redfern brought out that a plan was under way for removing the eyesore, which it is admitted is caused by the dilapidated condition of the old Warner Observatory. He said that negotiations have been undertaken with the owner, and that it is possible that the city, either by gift, or at a nominal price, may obtain the property for a branch library or for a municipal observatory. He said that something definite in this direction may be worked out.

H. H. Sullivan, who lives at 1650 East Avenue, invited attention to some of the conditions in East Avenue, stating that houses were used for the administration of baths, for commercial purposes, boarding houses, and that it is proposed to erect there the Seneca Club, which he said, in exterior appearance, and in actual use, will resemble in a large measure apartments. He said there was much merit to the argument advanced by Mr. Todd, but felt that something ought to be done to bring up the line of the street, and to put teeth in the regulatory provisions that would make it impossible for conditions to arise that have developed in several instances.

Mr. van Voorhis contended that only a limited number of the lots would be used for apartments, and this would result in the abandonment of adjoining residences and their deterioration, so that the ultimate result would be committing

Decision Is Unanimous After Adverse Report from Committee

FURTHER STUDY OF MOVE ASKED

Bartholomew, Expert Planner, To Consider Future Steps

By HIRAM MARKS

The ordinance providing for the widening of Main Street West from Broad to York Streets, carrying an estimate of cost by Harold W. Baker, commissioner of public works, of \$2,500,000, was defeated by unanimous action of the City Council last evening.

The action was taken following an adverse report by the local improvements committee made up of Councilman Nelson A. Milne, chairman; Mayor Joseph C. Wilson and Councilman Chester A. Peake, on the recommendation that while it was felt that the recommendation of the City Planning Board for the widening of the street should be adopted, protests by residents in the district made it desirable that the matter be deferred for study by the city planning expert, who has been engaged to work out the plan in conjunction with the agencies set up by City Manager Story.

Urges Immediate Study

The report requested that the expert give immediate study to the problem and the use of the word immediate was objected to by Councilman Harry C. Goodwin, who contended that in his opinion it was not advantageous to instruct the expert to give priority to any project. Mr. Goodwin moved that the word immediate be stricken out, and the motion was seconded by Councilman Louis S. Foulkes, but Vice-Mayor Isaac Adler invited attention that the fact that the changing of the report could be made by the committee, and that the ordinance, not the report, was before the committee for action. The three members of the committee consented, however, to the word immediate being stricken out, and with this protest, Mr. Goodwin added his vote to make the defeat of the measure unanimous.

Councilman Peake asserted that the situation with reference to Main Street West was different from that relating to other projects as there has been a setback in the existence for six years, hampering the development of the street, and making it impossible for permits to be obtained for construction.

Mr. Goodwin said that he realized this and it was for this reason that for the last fifteen months he has been urging that the Main Street West matter be settled. He said West main the matter has been dragging six years, he couldn't see what harm would come from having it drag further.

Committee's Report

The Local Improvement Committee's report in full is as follows: "Your local improvements committee to which was referred an ordinance entitled 'Main Street West Widening,' has carefully considered the same, and while we feel that the recommendation of the City Planning Board for the widening of Main Street West should be adopted, in view of the protest of residents in the district of assessment specified in the present ordinance, we feel that this ordinance should not be adopted and that a study of this problem and that further action of the Council be postponed until a report can be obtained."

Business transacted by the City Council last evening included the following items: Voted down unanimously the Main Street West widening ordinance, for the section between Broad and York Streets, carrying an estimate of cost of \$2,500,000.

Heard strong opposing sentiment and received majority petitions from residents in East Avenue and adjacent streets against classification of that locality under the new zoning ordinance, permitting construction of apartments there under regulatory conditions imposed by the proposed Board of Appeals, created by the measure, and also heard argument of proponents urging modification of the zoning provisions to make discretionary erection of such structures.

Received resolutions for abandonment of car tracks in Mount Hope and Plymouth Avenues and the substitution of bus routes for transportation facilities in these thoroughfares.

Appropriated \$100,000 for a branch library in Monroe Avenue at Field Street.

Received quarterly report from Comptroller Clarence E. Higgins showing debt margin of \$13,966,271.90 and reflecting city's acceptance of responsibility in care of indigence in the community.

Councilman Harry C. Goodwin moved to investigate charge made to him by taxpayer that under influence is being used to obtain signatures for concrete pavement instead of asphalt.

ASK BUS LINES FOR PLUMOUTH

Another Line Would Serve Mount Hope Avenue from Downtown Sections

Resolutions providing for abandonment of the car tracks in Plymouth and Mount Hope avenues and establishment of bus lines to serve these streets were introduced in the City Council by Councilman Chester A. Peake and were submitted by Mayor Wilson to the Public Utilities Committee, of which Councilman Harry C. Goodwin is chairman. One resolution provides for the establishment of a bus line by the Rochester Co-ordinated Railways Bus Company with a route from Broad Street and Plymouth Avenue, through Plymouth Avenue to Elmwood Avenue to Scottville Road, to Wyndebourne Road, to Genesee Park Boulevard, to Chili Avenue, to Main Street West to Broad Street and back to Plymouth Avenue. This resolution provides for the abandonment of the trolley tracks in Clarissa Street, between Bronson Avenue and Plymouth Avenue, also for the tracks in Plymouth Avenue, and in addition to it the ordinance compelling the railways to place tracks in the center of Plymouth Avenue is repealed.

The other resolution provides for a bus line with a route from Iola Sanatorium to Mount Hope Avenue, to Clarissa Street, to Exchange Street, to Broad Street, with provision for the abandonment of the tracks in Exchange Street from Iola Sanatorium to Clarissa Street, and in Clarissa Street from Exchange Street to Mount Hope Avenue.

City's Quarter Report

The financial report for the city for the quarter ending March 31, ending by the City Council last evening by Comptroller Clarence E. Higgins. In a communication accompanying the detailed figures Comptroller Higgins points out that the expenditures for the Bureau of Charles, G. A. R. Relief and World War Relief Committee have exceeded the quarterly allotment of their appropriations, and this situation reflects the attitude of City Manager Stephen B. Story and George J. Nier, commissioner of public safety, to have the city accept its full responsibility toward the care of indigent in the community.

In a comprehensive financial statement, covering all funds and accounts, it is pointed out that the debt margin available to Rochester stands at \$13,966,271.90. The communication of Comptroller Higgins follows: In accordance with Section 227 of the Local Law establishing the City Manager form of government, I am sending you a financial statement of the City for the three months ending March 31, 1933. This report consists of the following:

Statement of appropriations and expenditures; receipts and disbursements; capital, special and trust funds; statement of revenues; statement of bank balances; debt statement.

Attention is respectfully called to the fact that expenditures during the first quarter for the Bureau of Charles, G. A. R. Relief and World War Relief Committee have exceeded the quarterly allotment of their appropriations.

CITY REJECTS ANOTHER BID BY PETROSSI

Throws Out Proposal by His Firm for Paving Lattimore Road

HIS COUNSEL PRESENT Facts in Connection With Recent Bribery Charge Basis of Rejection

The low bid of the John Petrossi Company for Lattimore Road pavements, walks, and sewers was rejected yesterday at a meeting of the Bureau of Purchase and Supply on the ground that it is an irresponsible bidder.

Petrossi, head of the company, got into difficulty with the city officials and was accused of bribing street inspectors, and although the trial resulted in a disagreement of the jury, nothing has transpired to cause the city officials to feel that he is responsible for the proper performance of work, it was decided at a conference yesterday between City Manager Stephen B. Story, Harold W. Baker, commissioner of public works, and Corporation Counsel Clarence M. Platt.

Bureau's Stand on Bid

This stand is taken in the following resolution, which was formally adopted by the bureau: "The proposal of John Petrossi Company, received, March 27, 1933, to construct Lattimore Road pavements, walks, and sewers, pursuant to ordinance adopted by the Council August 27, 1932, being No. 110, is hereby rejected on the ground that the bidder is not a responsible bidder."

It is said that the pending indictment of Petrossi is not the compelling factor in the rejection of the bid. The city officials take the position that they have the right to determine whether a bidder is responsible from factors other than his financial statement. Petrossi has furnished a financial statement, which they say is satisfactory, but the evidence worked up in the case of Petrossi's alleged bribery, by George J. Nier, commissioner of public safety, who has had much experience in criminal investigation as a member of the district attorney's staff, also in conjunction with Mr. Story and Commissioner Baker, has resulted in the decision by the city, it is pointed out, to accept Petrossi's bid on work only on legal compulsion by the courts.

Within Rights, Says Platt

Corporation Counsel Platt advised at the conference that the city was within its province to reject the bid and to award the contract to the Roach, Thompson Corporation at \$23,350.25, which was the next bid to Petrossi's, of \$23,343.70.

It is said that the Petrossi Company submitted a bid virtually at cost on the Lattimore Road improvement to force the issue and to determine its status with reference to municipal work. Carl Roberts, of the law office of Sutherland & Dwyer, counsel for Petrossi, was present at the meeting of the bureau, but said no decision had been reached as to whether court action would be instituted in an effort to force the award of the contract to the Petrossi concern.

If action is taken, it will be vigorously opposed by the city's law department, the officials said, and stated that the administration is determined that property owners pay for street improvements shall receive the maximum value determined by fair and honest competition by reputable contractors.

A special panel of jurymen to be called May 6 from which 12 men would be selected to hear evidence in the second trial was suggested by Judge Dutcher and taken under advisement by District Attorney William F. Love.

Mr. Love today reiterated his statement that he had not decided with finality whether Petrossi would be tried again or not. He hinted that a decision may be expected momentarily.

INJUNCTION GRANTED TO PETROSSI

City Must Show Cause Why Contractor Is Irresponsible—Order To Be Argued Monday—Paving Job Is Held Up.

Injunction was served on the city today by the John Petrossi Company, Inc., against awarding a contract for paving in Lattimore Road to any other company or individual.

The injunction is returnable in the next regular term of Supreme Court next Monday at 10 a. m. The show cause order was obtained by the Petrossi Company's attorneys, Sutherland & Dwyer, from Supreme Court Justice Benjamin B. Cunningham. It is the company's comeback to a municipal decision yesterday that the concern is not a responsible bidder, in that its secretary and treasurer, John Petrossi, is under indictment for the alleged bribing of an improvement inspector.

The petition has been referred to George B. Draper, deputy corporation counsel, to prepare the city's defense. It is directed against the city of Rochester, Wendell Andrews, city purchasing agent, and Clarence E. Higgins, city comptroller.

Mr. Platt pointed out the City Charter provides that contracts be let to the lowest responsible bidder. With John Petrossi under indictment, it remains for the city to establish why the company of which he is an officer should not be considered a responsible bidder.

A jury disagreement followed Petrossi's recent trial. After delaying award of the Lattimore Road contract for outcome of the trial, the city's Bureau of Purchase and Supply yesterday rejected the company's bid and gave the contract to the Roach Thompson Corporation.

The injunction orders that the city purchasing agent be enjoined and restrained from making, executing or entering into any contract with any person, firm or corporation for said Lattimore Road asphalt pavement, walks, and sewer, excepting the petitioner.

The petition declares the city's action "has seriously affected the rights of this petitioner and the giving of the regular notice of the motion may work harm to the parties interested." It points out that the company has "no adequate remedy at law."

"If the contract is let before the petitioner's application is determined," the document pursues, "the petitioner will be greatly prejudiced thereby and will suffer irreparable damage."

Under the Civil Practice Act eight days notice is ordinarily required before such an injunction is argued in court. It was impossible to give that notice before the next regular special term, in this case the petition points out.

Financial Statement

A financial statement of the contracting company, as evidence of its monetary responsibility, is attached to the injunction petition and the paper cites that John Petrossi has had 18 years of experience in contracting works similar to that to be done in Lattimore Road, and that his company has done upwards of \$5,000,000 worth of such work for the City of Rochester.

The Petrossi Company's bid for the Lattimore Road job is \$23,343.70, and that of the Roach Thompson concern, to which the city decided to give the contract, is \$23,350.25.

Some of the jobs in Fairbank Street and Winmore Park, ordered yesterday prior to rejection of the Lattimore bid.

CALL RETREAT ON WIDENING OF WEST MAIN

Down Story's Plan—Passes Buck TO PLAN EXPERT

Pretty Point of Procedure Debated by Goodwin and Adler

The city council Monday evening beat an unanimous and hasty retreat from the position it had taken at the request of the Story administration in respect to the broadening of Main Street West. The "ad ministration" council members base their repudiation of their own widening program on the broad shoulder of the future city planning activity and declared that they would hand the whole problem over to the planning expert whom City Manager Story had engaged to plot the development of Rochester. Just how the city planning experts were to solve the cost problem of the West Main Street widening project was not made clear, but the council vote unanimously to kill the ordinance and no mention as to the attitude of the city in respect to the "back" line, which is charged by so cramped West Main development was made in connection with the council vote.

At the opening of the council session the chamber was filled with embattled hucksters who had come to partake in the strife over huckster fee arrangements. They were told that the council had decided to put the matter over a week and departed in disappointment.

The councilmanic action in relation to the West Main Street widening project developed some preliminary angles when the report of the committee on the subject was read. The committee recommended that the new city planner be instructed to proceed immediately with the matter of the Main Street widening. This recommendation incorporated in the committee report.

Mr. Goodwin, council member, who for some minutes had maintained a maidenly reserve, burst out with objections to the word "immediately." He declared that he was against shackling a city planning expert with any time limitations, a stand not without some logical merit. He demanded that the word be stricken out. Mr. Story became legislative and asked the Mayor to ask Goodwin if he would put his ideas into a motion. Mr. Goodwin asked nothing better. The motion was put. At this point Mr. Adler, who as a chess player and lawyer dearly loves a point of parliamentary punctilio, objected. He asked by what right the councilman, or councilmen, undertook to alter a committee report. He averred neatly that such was the business of the committee. This was embarrassing to Mr. Story, who had directed the maneuver in the first place, and more interchanges were imminent, when the committee member councilmen stood up wearily in their places and agreed to delete the word, thereby avoiding what statesmen and envoys call an "impasse." The whole proceeding was almost congressional in its importance and visibly refreshed the participants.

Pressure being brought to force certain pavement types on street owners. He asked for figures on how many type changes had been made by request in paving jobs. The city manager said that if there were undue activity on behalf of some type of pavement he did not see what the council could do about it, and that it was a matter for free public preference.

Any assumption the Pennsylvania Railroad placed obstructions in the way of widening Main Street West was declared incorrect today by Sol Neiman, west side clothier who is contending agitation on the question despite the fact it has been voted down by the City Council.

Correspondence with officials of the railroad, which has its passenger and freight stations in Main Street West, has brought to Mr. Neiman a statement the company is in favor of the improvement but, in common with other taxpayers in the district,averse to the size of assessment which would devolve upon abutting property owners.

"The Pennsylvania, and I believe the Buffalo, Rochester & Pittsburgh, stand just where the rest of us do on that question," said Mr. Neiman today. "Yesterday he intimated he might bring litigation against the city for defeating the widening ordinance after having held the entire street between Broad and York streets in suspense for years and caused alleged detriment to business."

Anxious to learn just where the Pennsylvania Railroad stood, after its legal counsel had represented in City Council that it did not wish to give up the necessary land for widening the street 10 feet and that the assessment would be ruinous to the company, Mr. Neiman wrote W. W. Atterbury, president, in Philadelphia. A reply has just come from Thomas W. Hulme, vice-president of the road.

Referring to the company's written protest filed with City Council on April 13, the official says it "shows clearly that it was not the intention of this company to protest against making the improvement."

PENNSY FIGHT ONLY ON STIFF ASSESSMENTS

Clothier Receives Letter Explaining Railroad's Stand on Main Street West Widening Project.

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Referring to the company's written protest filed with City Council on April 13, the official says it "shows clearly that it was not the intention of this company to protest against making the improvement."

Instead, Mr. Hulme asserts, it was the road's object "to protest against the enactment of the proposed ordinance for the widening of Main Street West which would result in what we believe to be an exorbitant assessment levied against property of the Western New York & Pennsylvania Railway Company, far in excess of any benefits which it would derive from the improvement."

Question Of Giving Petrossi Contract Proves Vexing One

Deadlock in Bribery Trial Leaves Matter of Awarding Lattimore Road Paving Work to Low Bidder Still To Be Decided by City Officials.

Jury disagreement in the bribery trial of John Petrossi contractor, has left a question mark in City Hall over Petrossi's low bid on a city job.

Decision is expected before 11 o'clock tomorrow morning.

Before Petrossi went on trial, the Bureau of Purchase and Supply announced its intention of rejecting the contractor's low bid for an asphalt paving job in Lattimore Road, in favor of the Roach, Thompson Corporation, whose bid was \$1,000 higher than Petrossi's.

Disposal of this troublesome question, involving Petrossi's status as a responsible bidder, will be made by the Bureau of Purchase and Supply which will hold its weekly meeting tomorrow, said Harold W. Baker, commissioner of public works. He added further advice would be sought from Corporation Counsel Clarence M. Platt.

The city has tacitly depended somewhat upon the verdict of the trial, in which Petrossi was charged with having bribed a city improvements inspector, to help its decision over the Lattimore Road contract. The indecisive outcome leaves the question still moot.

Wendell Andrews, city purchasing agent, said prior to the trial that the city could hold Petrossi's corporation an irresponsible bidder regardless of the trial's outcome. Today he had no comment to make.

Neiman Still Pushing Main West Wider

The defeat of the Main Street West widening ordinance by the City Council because of the overwhelming sentiment expressed against it by a large number of property owners in the assessable area has not dampened the spirit of Sol Neiman in his program to bring about the adjustment of the subject, which has been the subject of discussion for a number of years. Sol Neiman is associated with his father Abe Neiman in business in Main Street West, and he asserts that the unsettled status of the project has resulted in development of the street being deferred.

He has written a communication to the city officials outlining his "views on the subject from a number of angles. He is an ardent advocate of the improvement, but asserts that the unsettled status of the project has resulted in development of the street being deferred.

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MAIN WEST WIDENING PLAN DEFEATED IN COUNCIL VOTE; EAST AVENUE PROTESTS

Second Strong Muster of Taxpayers Against Apartment Houses COMMITTEE GETS 3 BIG PETITIONS Hearing Fills Council Chamber; Another To Be Conducted

Strong sentiment against the placing of East Avenue and adjacent streets in a "D" classification, making it permissible for the board of appeals which will be created to approve applications for apartment buildings under such regulatory provisions as it may elect, was expressed last evening at the second hearing conducted on the proposed measure by the city planning and zoning committee of the City Council.

The committee, made up of Councilman Chester A. Peake, chairman; Mayor Joseph C. Wilson and Councilman Nelson A. Milne, took the matter under consideration last evening. In the committee's report, it was stated that the plan for the widening of East Avenue and adjacent streets, carrying an estimate of cost of \$2,500,000, had one request regarding it and that was to place the locality in the "D" classification and continue, as Mr. Redfern put it, the protection that had been accorded the residents there in past years against the invasion of apartment house buildings.

The attitude of previous administrations toward apartments in East Avenue and how they were prevented, was expressed by Mr. Redfern and he made the point that the property owners in the territory affected were not requesting a modification. This brought a response from Walter H. Cassabier, who prepared the use of maps under the proposed measure, that the number of applications for permits to construct apartments in the East Avenue district resulted in a tentative decision to place it in the "D" classification for the purpose of ascertaining sentiment of the property owners affected, and he said that this purpose has been served, and much is being learned about their attitude. He said one or two of the applications came from property owners living in the territory.

The argument was advanced by John P. Bowman, attorney for several property owners in East Avenue and adjacent streets that the sentiment of the property owners as reflected in the petitions should control. He declared that the pressure for the change was made by persons who hoped to benefit personally by the loss of others. He said that progress was desirable, if it was not to the disadvantage of others, and he pictured an apartment building, which he characterized as human beehives, alongside of one of the attractive homes in East Avenue, and declared it would be a real property loss to the owner of the residence. He said it would be not only an aesthetic loss, but a financial one, as the value of the property would be at least 25 per cent. less.

The argument was made by Eugene van Voorhis, attorney for the city, that it was a hardship on those who have lived in East Avenue for upward of 25 years to be removed from dwellings that have been their homes for so long. He said that the city should take into consideration the fact that the city is a home for many of its residents, and that the city should take into consideration the fact that the city is a home for many of its residents, and that the city should take into consideration the fact that the city is a home for many of its residents.

Protests 'Invasion' In summing up the argument of the opponents to the "D" classification, Mr. Moser asserted that the ordinance as drawn was regarded as a constructive measure, the residents of East Avenue

Decision Is Unanimous After Adverse Report from Committee FURTHER STUDY OF MOVE ASKED

Bartholomew, Expert Planner, To Consider Future Steps

By HIRAM MARKS

The ordinance providing for the widening of Main Street West from Broad to York Streets, carrying an estimate of cost of \$2,500,000, was defeated by unanimous action of the City Council last evening.

The action was taken following an adverse report by the local improvements committee made up of Councilman Nelson A. Milne, chairman; Mayor Joseph C. Wilson and Councilman Chester A. Peake, on which it was declared that while it was felt that the recommendation of the City Planning Board for the widening of the street should be adopted, protests by residents in the district made it desirable that the matter be deferred for study by the city planning expert, who has been engaged to work out the plan in conjunction with the agencies set up by City Manager Story.

Urges Immediate Study The report requested that the expert give immediate study to the problem and the use of the word immediate was objected to by Councilman Harry C. Goodwin, who contended that in his opinion it was not advantageous to instruct the expert to give priority to any project. Mr. Goodwin moved that the word immediate be stricken out, and the motion was seconded by Councilman Louis S. Foulkes, but Vice-Mayor Isaac Adler invited attention that the fact that the changing of the report could only be made by the committee, and that the ordinance, not the report, was before the committee for action. The three members of the committee voted to carry the ordinance.

of the employment by the city of a city planning expert, we recommend that he be requested to make a study of this problem and that further action of the Council be postponed until a report can be obtained.

What Council Did Last Evening ASK BUS LINES FOR PLMOUTH

Another Line Would Serve Mount Hope Avenue from Downtown Sections

Resolutions providing for abandonment of the car tracks in Plymouth and Mount Hope avenues and establishment of bus lines to serve these streets were introduced in the City Council by Councilman Chester A. Peake and were submitted by Mayor Wilson to the Public Utilities Committee, of which Councilman Harry C. Goodwin is chairman. One resolution provides for the establishment of a bus line by the Rochester Co-ordinated Railways Bus Company with a route from Broad Street and Plymouth Avenue, through Plymouth Avenue to Elmwood Avenue to Scottville Road, to Wyndebourne Road, to Genesee Park Boulevard, to Chili Avenue, to Main Street West, to Broad Street and back to Plymouth Avenue. This resolution provides for the abandonment of the trolley tracks in Clarissa Street, between Bronson Avenue and Plymouth Avenue, also for the tracks in Plymouth Avenue, and in addition to it the ordinance compelling the railways to place tracks in the center of Plymouth Avenue is repealed.

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Disposal of this troublesome question, involving Petrossi's status as a responsible bidder, will be made by the Bureau of Purchase and Supply which will hold its weekly meeting tomorrow, said Harold W. Baker, commissioner of public works. He added further advice would be sought from Corporation Counsel Clarence M. Platt.

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It is said that the rejection of the bid of Petrossi is a factor in the rejection of the bid. The city officials are determined to have a responsible bidder, and they say it is satisfactory evidence worked up in the case of Petrossi's alleged bribery. George J. Nier, commissioner of public safety, who has had experience in criminal investigation as a member of the district attorney's staff, also in conjunction with the city, is expected to accept the bid of the Rochester Thompson Corporation.

Award of the contract was postponed by the city, on request of Petrossi's lawyers, to await the result of the trial. A hearing given by the Bureau of Purchase and Supply brought arguments from his counsel to establish his financial responsibility and that the city could not determine his moral responsibility until the court trial was completed.

County Judge Dutcher today promised the co-operation of the courts if it is decided to retry Petrossi.

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Award of the contract was postponed by the city, on request of Petrossi's lawyers, to await the result of the trial. A hearing given by the Bureau of Purchase and Supply brought arguments from his counsel to establish his financial responsibility and that the city could not determine his moral responsibility until the court trial was completed.

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A special panel of jurymen to be called May 6 from which 12 men would be selected to hear evidence in the second trial was suggested by Judge Dutcher and taken under advisement by District Attorney William F. Love.

Mr. Love today reiterated his statement that he had not decided with finality whether Petrossi would be tried again or not. He hinted that a decision may be expected momentarily.

CALL RETREAT ON WIDENING OF WEST MAIN

Council Unanimously Votes Down Story's Plan—Passes Buck TO PLAN EXPERT

Pretty Point of Procedure Debated by Goodwin and Adler

The city council Monday evening beat an unanimous and hasty retreat from the position it had taken at the request of the Story administration in respect to the broadening of Main Street West. The "ad ministration" council members base their repudiation of their own widening program on the broad shoulders of the future city planning activity and declared that they would handle the whole problem over to the planning expert whom City Manager Story had engaged to plot the development of Rochester. Just how the city planning experts were to solve the cost problem of the West Main Street widening project was not made clear, but the council vote unanimously to kill the ordinance and no mention as to the attitude of the city in respect to the "set back" line, which it is charged has so cramped West Main development, was made in connection with the council vote.

At the opening of the council session the chamber was filled with embattled hucksters who had come to partake in the strife over the huckster fee arrangements. They were told that the council had decided to put the matter over a week, and departed in disappointment.

The councilmanic action in relation to the West Main Street widening project developed some parliamentary angles when the report of the committee on the subject was read. The committee recommended that the new city planner be instructed to proceed immediately with the matter of the Main Street widening. This recommendation was incorporated in the committee report. Mr. Goodwin, council member, who for some minutes had maintained a maidenly reserve, burst out with objections to the word "immediately." He declared that he was against shackling a city planning expert with any time limitations, a stand not without some logical merit. He demanded that the word be stricken out. Mr. Story became legislative and asked the Mayor to ask Goodwin if he would put his ideas into a motion. Mr. Goodwin asked nothing better. The motion was put. At this point Mr. Adler, who as a chess player and lawyer dearly loves a point of parliamentary pumilio, objected. He asked by what right the councilman, or councilman, undertook to alter a committee report. He averred neatly that such was the business of the committee. This was embarrassing to Mr. Story, who had directed the maneuver in the first place, and more interchanges were imminent, when the committee member councilmen stood up wearily in their places and agreed to delete the word, thereby avoiding what statesmen and envoys call an "impasse." The whole proceeding was almost congressional in its importance and visibly refreshed the participants.

After the vote had been taken, pressure being brought to force certain pavement types on street owners. He asked for figures on how many type changes had been made by request in paving jobs. The city manager said that if there were undue activity on behalf of some type of pavement he did not see what the council could do about it, and that it was a matter for free public preference.

The corporation counsel was not prepared today to give indication of what line the city would pursue in defending its action.

The action of yesterday does not necessarily mean that future bids of the Petrossi Company for city contracts would be thrown out on the same ground, Mr. Platt said. This may come to a test in the company's bids for jobs in Fairgate Street and Walworth Park, entered yesterday prior to rejection of the Lattimore bid.

These of other contractors to the city engineering department and are expected to be returned to the Bureau of Purchase and Supply tomorrow for award of the contracts. Where the Petrossi bids to be held pending outcome of the injunction case, it was indicated.

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PENNSY FIGHT ONLY ON STIFF ASSESSMENTS

Clothier Receives Letter Explaining Railroad's Stand on Main Street West Widening Project.

Any assumption the Pennsylvania Railroad placing obstructions in the way of widening Main Street West was declared incorrect today by Sol Neiman, west side clothier who is continuing agitation on the question despite the fact it has been voted down by the City Council.

Correspondence with officials of the railroad, which has its passenger and freight stations in Main Street West, has brought to Mr. Neiman a statement the company is in favor of the improvement but, in common with other taxpayers in the district, adverse to the size of assessment which would devolve upon abutting property owners.

"The Pennsylvania Railroad and I believe the Buffalo, Rochester & Pittsburgh, stand just where the rest of us do on that question," said Mr. Neiman today. Yesterday he indicated he might bring litigation against the city for defeating the widening ordinance after having held the entire street between Broad and York Streets in suspense for years and caused alleged detriment to business.

Anxious to learn just where the Pennsylvania Railroad stood, after local counsel had represented in City Council that it did not wish to take up the necessary land for widening the street 10 feet and that assessment would be ruinous to company, Mr. Neiman wrote W. W. Hulme, vice-president of the railroad.

A reply has just come from Mr. Hulme, vice-president of the railroad, with City Council official says it was not the many to prove improvement.

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MAIN WEST WIDENING PLAN DEFEATED IN COUNCIL VOTE; EAST AVENUE PROTESTS

Second Strong Muster of Taxpayers Against Apartment Houses COMMITTEE GETS 3 BIG PETITIONS Hearing Fills Council Chamber; Another To Be Conducted

Strong sentiment against the placing of East Avenue and adjacent streets in a "D" classification, making it permissible for the board of appeals which will be created to approve applications for apartment buildings under such regulatory provisions as it may elect, was expressed last evening at the second hearing conducted on the proposed measure by the city planning and zoning committee of the City Council.

The committee, made up of Councilmen Chester A. Peake, chairman; Mayor Joseph C. Wilson and Councilman Nelson A. Milne, took the matter under consideration last evening. In connection with the proposed ordinance, the committee heard the testimony of Eugene van Voorhis, who has lived in East Avenue for upward of 25 years and from dwellings that have been converted into apartment houses.

One of the residents of the building, Mrs. M. Todd, said that she did not feel that the time was ripe for the modification of the ordinance. She said that the ordinance was strongly against it. She said that some of the property owners with whom she has talked, he said that some of them might be desirable, but there is no need for apartment houses, and he believed that the ordinance should be maintained.

The ordinance relating to the zoning of East Avenue in the locality under discussion was not without opponents. Robert Hendley, son of A. H. Hendley, speaking for five property owners, favored the measure, as did Daniel W. Parmelee, of 779 East Avenue.

At the suggestion of Councilman Peake, an explanation of the new zoning regulations as related to East Avenue and immediate vicinity was made by Corporation Counsel Clarence M. Platt. He pointed out that under the present zoning regulations East Avenue, beyond Alexander Street, is in the residential zone, in which the apartments are now permitted by exception of the City Planning Commission. The proposed ordinance sets up an "E" zone, which gives no discretion to the board of appeals to permit multi-family dwellings, and serves as a complete restriction against the construction of this type of structure. In the "D" zone, in which it has been proposed to place East Avenue, the construction of apartments is permissible, under such conditions as height, area, appearance, etc., the board of appeals may impose.

Protests 'Invasion'
In summing up the argument of the opponents to the "D" classification, Mr. Moser asserted that the ordinance as drawn was regarded as a constructive measure, the residents of East Avenue

had one request regarding it and that was to place the locality in the "E" classification and continue, as Mr. Redfern put it, the protection that had been accorded the residents there in past years against the invasion of apartment house buildings.

The attitude of previous administrations toward apartments in East Avenue and how they were prevented, was expressed by Mr. Redfern and he made the point that the property owners in the territory affected were not requesting a modification. This brought a response from Walter H. Cassaber, who prepared the use of maps under the proposed measure, that the number of applications for permits to construct apartments in the East Avenue district resulted in a tentative decision to place it in the "D" classification for the purpose of ascertaining sentiment of the property owners affected, and he said that this purpose has been served, and much is being learned about their attitude. He said one or two of the applications came from property owners living in the territory.

The argument was advanced by John P. Bowman, attorney for several property owners in East Avenue and adjacent streets that the sentiment of the property owners as reflected in the petitions should control. He declared that the pressure for the change was made personally by those who hoped to benefit personally by the loss of others. He said that progress was desirable, and it was not to the disadvantage of others, and he pictured an apartment building, which he characterized as human beehives, alongside of one of the attractive homes in East Avenue, and declared it would be a real property loss to the owner of the residence. He said it would be not only an aesthetic loss, but a depreciation of property value of at least 25 per cent.

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Decision Is Unanimous After Adverse Report from Committee FURTHER STUDY OF MOVE ASKED Bartholomew, Expert Planner, To Consider Future Steps

By HIRAM MARKS

The ordinance providing for the widening of Main Street West from Broad to York Streets, carrying an estimate of cost by Harold W. Eaker, commissioner of public works, of \$2,500,000, was defeated by unanimous action of the City Council last evening.

The action was taken following an adverse report by the local improvements committee made up of Councilman Nelson A. Milne, chairman; Mayor Joseph C. Wilson and Councilman Chester A. Peake, on which it was declared that while it was felt that the recommendation of the City Planning Board for the widening of the street should be adopted, protests by residents in the district made it desirable that the matter be deferred for study by the city planning expert, who has been engaged to work out the plan in conjunction with the agencies set up by City Manager Story.

Urges Immediate Study
The report requested that the expert give immediate study to the problem and the use of the word immediate was objected to by Councilman Harry C. Goodwin, who contended that in his opinion it was not advantageous to instruct the expert to give priority to any project. Mr. Goodwin moved that the word immediate be stricken out, and the motion was seconded by Councilman Louis S. Foulkes, but Vice-Mayor Isaac Adler invited attention that the fact that the changing of the report could only be made by the committee, and that the ordinance, not the report, was before the committee for action. The three members of the committee agreed to the action.

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What Council Did Last Evening Business Transacted by City Council last evening included the following items:

ASK BUS LINES FOR PLMOUTH
Another Line Would Serve Mount Hope Avenue from Downtown Sections

Resolutions providing for abandonment of the car tracks in Plymouth and Mount Hope avenues and establishment of bus lines to serve these streets were introduced in the City Council by Councilman Chester A. Peake and were submitted by Mayor Wilson to the Public Utilities Committee, of which Councilman Harry C. Goodwin is chairman. One resolution provides for the establishment of a bus line by the Rochester Co-ordinated Railways Bus Company with a route from Broad Street and Plymouth Avenue, through Plymouth Avenue to Elmwood Avenue to Scottville Road, to Wyndebourne Road, to Genesee Park Boulevard, to Chili Avenue, to Main Street West to Broad Street and back to Plymouth Avenue. This resolution provides for the abandonment of the trolley tracks in Clarissa Street, between Bronson Avenue and Plymouth Avenue, also for the tracks in Plymouth Avenue, and in addition to it the ordinance compelling the railways to place tracks in the center of Plymouth Avenue is repealed.

The other resolution provides for a bus line with a route from Iowa Sanatorium to Mount Hope Avenue, to Clarissa Street, to Exchange Street, to Broad Street, with provision for the abandonment of the tracks in Exchange Street, from Court to Clarissa Street, and in Clarissa Street from Exchange Street to Mount Hope Avenue.

The defeat of the Main Street West widening ordinance by the City Council because of the overwhelming sentiment expressed against it by a large number of property owners in the neighborhood has not dampened the spirit of Sol Neiman in his program to bring about the adjustment of the subject, which has been the subject of discussion for a number of years. Sol Neiman is associated with his father Abe Neiman in business in Main Street West, and he asserts that the unsettled status of the project has resulted in development of the street being deferred.

He has written a communication to the city officials outlining his views on the subject from a number of angles. He is an ardent advocate of the improvement, but wants the cost, estimated at \$2,000,000, charged on the city at large. The city officials have shown no disposition to establish a precedent for charging the cost of street widenings on the city as a whole.

Question Of Giving Petrossi Contract Proves Vexing One
Deadlock in Bribery Trial Leaves Matter of Awarding Lattimore Road Paving Work to Low Bidder Still To Be Decided by City Officials.

Jury disagreement in the bribery trial of John Petrossi contractor, has left a question mark in City Hall over Petrossi's low bid on a city job. Decision is expected before 11 o'clock tomorrow morning.

Before Petrossi went on trial, the Bureau of Purchase and Supply announced its intention of rejecting the contractor's low bid for an asphalt paving job in Lattimore Road, in favor of the Rosen-Thompson Corporation, whose bid was \$1,000 higher than Petrossi's. Disposal of this troublesome question, involving Petrossi's status as a responsible bidder, will be made by the Bureau of Purchase and Supply which will hold its weekly meeting tomorrow, said Harold W. Eaker, commissioner of public works. He added further advice would be sought from Corporation Counsel Clarence M. Platt.

CITY REJECTS ANOTHER BID BY PETROSSI

Throws Out Proposal by His Firm for Paving Lattimore Road HIS COUNSEL PRESENT Facts in Connection With Recent Bribery Charge Basis of Rejection

The low bid of the John Petrossi Company for Lattimore Road paving, walks, and sewers was rejected yesterday at a meeting of the Bureau of Purchase and Supply on the ground that it is an irresponsible bidder.

Petrossi, head of the company, got into difficulty with the city officials and was accused of bribing street inspectors, and although the trial resulted in a disagreement of the jury, nothing has transpired to cause the city officials to feel that he is responsible for the proper performance of work, it was decided at a conference yesterday between City Manager Stephen E. Story, Harold W. Eaker, commissioner of public works, and Corporation Counsel Clarence M. Platt.

This stand is taken in the following violation, which was formally adopted by the bureau: "The proposal of John Petrossi Company, received, March 27, 1929, to construct Lattimore Road paving, walks, and sewer, pursuant to ordinance adopted by the Council August 27, 1925, being No. 116, is hereby rejected on the ground that the bidder is not a responsible bidder."

It is said that the payment of Petrossi is a vexing factor in the rejection of his bid. The city officials have determined whether a responsible bidder from factors in his financial statement, which they say is satisfactory, the evidence worked up in the Petrossi bribery case, and the fact that he has been indicted for bribery.

The corporation counsel was not prepared today to give indication of what line the city would pursue in defending its action. The action of yesterday does not necessarily mean that future bids of the Petrossi Company for city contracts would be thrown out on the same ground, Mr. Platt said. This may come to a test in the company's bids for jobs in Fairgate Street and Wetmore Park, entered yesterday prior to rejection of the Lattimore bid.

The latter bids have gone, with those of other contractors, to the city engineering department and are expected to be returned to the Bureau of Purchase and Supply tomorrow for award of the contract. The Petrossi bids to be held pending outcome of the injunction case, it was indicated.

Mr. Love today reiterated his statement that he had not decided whether finally whether Petrossi would be tried again or not. He hinted that a decision may be expected momentarily.

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INJUNCTION GRANTED TO PETROSSI

City Must Show Cause Why Contractor Is Irresponsible—Order To Be Argued Monday Paving Job Is He

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Mr. Platt pointed out the City Charter provides that contracts be let to the lowest responsible bidder. With John Petrossi under indictment, it remains for the city to establish why the company of which he is an officer should not be considered a responsible bidder.

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The company's written reply with City Council official says it was not the city's duty to improve the street.

Under the head of real public business, the council listened to a strong appeal from residents of East Avenue protesting against the lowering of the bars forbidding apartment house construction. A resolution calling for the substitution of buses for trolleys in Plymouth Avenue was docketed by the council. The sum of \$100,000 was appropriated for a branch library in Field Street, and a controller's report was received showing that the city had during the past quarter exceeded its allotment for the charities department. The city manager explained this very nicely by referring to wavy curves and seasonal variations.

A communication relative to the reservation of a certain portion of the Genesee Valley Park golf links for women was read. The city manager was asked to make a survey. Councilman Goodwin made some dark and veiled references to alleged pressure being brought to force certain pavement types on street owners. He asked for figures on how many type changes had been made by request in paving jobs. The city manager said that if there were undue activity on behalf of some type of pavement he did not see what the council could do about it, and that it was a matter for free public preference.

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East Avenue Zoning Situation

Over 60 per cent. of the property owners and a considerably larger percentage of the residents of the East Avenue district between Alexander Street and Upton Park have signed a petition asking that zoning as Class E, or strictly residential, be continued.

It had been proposed in the new zoning regulations to rate this as a transition district, in Class D. That meant apartment houses could be erected in the district if the approval of the new board of appeals was secured and the conditions it might impose regarding type of structure, height, setback lines, etc., observed.

It is quite likely the opposition to making any change will prove effective and the district remain in Class E, whose residential status will be still more strictly guarded under the new code. The figure of 60 per cent. does not mean that 40 per cent. of the property owners desire a change, as some of them, and especially such institutions as churches, have not yet expressed an opinion either way.

Officials who have favored a transition district think the opponents of "D" zoning are making a mistake; that the time has now come for a gradual change under the pressure of growth. They are able to cite instances in other cities where such development has allowed a district to deteriorate as development swept around and past them. This is said to have happened in Euclid Avenue, in Cleveland, for example.

But those who are opposing a change in zoning contend there can be no certainty that even apartment houses which are presumably to meet rigid restrictions of the type mentioned will remain permanently high class. They fear that increased parking will mean early removal of the great trees which are the glory of East Avenue, on the plea that widening is necessary. They say that there is no lack of suitable east side locations for apartment houses. Finally, they argue that if the time ever comes when it is obviously foolish to maintain residential restrictions, the most profitable change will be directly to business use, with no apartment house development interfering.

It would seem that change might at least await development of the City Plan and major city improvement program. If that contemplates extension of Broad Street the East Avenue situation may also be affected.

COUNCILMEN TO DISCUSS ZONE 'KICKS'

Conference Today to Review East Avenue Protests of Apartment Building

TO HAVE THIRD HEARING

Peake Says Proposed Change Would Not Let Down Bars to Any Great Extent

The new zoning ordinance, with special reference to the classification of the section of East Avenue, between Alexander Street and Upton Park, will be the subject of a conference called for today by Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee of the City Council.

Mr. Peake said that the conference will discuss in its general phases the zoning ordinance, also the results of two hearings at which strong sentiment was expressed by residents of East Avenue and adjacent streets against any letdown in the restrictions against apartment structures in that locality. The residents seek an E classification for the section, which will prohibit the construction of multi-family structures in the vicinity.

Ordinance Provides D Class
The ordinance as drafted provides for a D classification, making it discretionary upon the Board of Appeals, created by the zoning ordinance, to grant permission for the erection of apartment buildings under any conditions it may decide are reasonable.

Councilman Peake said that while this creates a highly restricted area and does not allow the uncontrolled construction of multi-family houses the strong sentiment against the proposal will be the subject of careful study by the committee. He said that, in accordance with the declaration he made last Monday night, before the committee makes definite recommendation to the Council it will hold another hearing on the finding it may tentatively reach. Mr. Peake said that neither he or the two other members of the committee, Mayor Joseph C. Wilson and Councilman Nelson A. Milne desire to act arbitrarily, but wish to reach a solution in compliance with the best interests of the city.

Attending the conference will be, besides the members of the committee, Walter H. Cassabear, who prepared the fifty-two maps used in zoning; Arthur Vedder, secretary of the City Planning Commission; Edwin A. Fisher, former consulting city engineer; and A. A. Hopeman, Fray Fry, Clarence Livingston, Charles Carpenter and Howard C. Rupert, members of the Zoning Advisory Board.

The conference will be informal. City Manager Story and Councilman Peake discussed various phases of the new zoning regulations yesterday. The matter will be weighed carefully. Mr. Story said. A conference of the City Council has been called for this afternoon by Mr. Story and zoning regulations are among matters to be discussed. Most of the councilmen remained at the two hearings and are familiar with the arguments advanced for and against the modification.

"The section from the city line north to Durand - Eastman Park," he said, "presents a problem which we have not yet attempted to solve." He called attention to the contract for the section of Mount Hope Avenue from Crittenden Boulevard to the Barge Canal and said "We completed the section with Edward Baugh for the acquisition of the old blast furnace property at Charlotte, a portion of which will be used for harbor purposes."

PROGRESS OF MUNICIPAL IMPROVEMENT PROGRAM REVIEWED BY GOODWIN

Needs Listed by City Manager in Inaugural Have Been Met as Far as Circumstances Would Permit, Councilman Says

POINTS OUT THAT LONG-NEGLECTED PROBLEMS INVOLVED MUCH DETAIL

What did Stephen B. Story, city manager, propose as major and needed undertakings for the city when he made his inaugural address before the City Council on Jan. 3, 1928, and what has he done to carry out this work program?

Councilman Harry C. Goodwin, in an address last night at the annual supper meeting of the Unitarian Laymen's League in Gannett House, reviewed the work program and the accomplishments of Mr. Story.

Set No Time Limit

In introducing his subject, Mr. Goodwin reminded his hearers that Mr. Story's work program was simply a listing of necessary large undertakings, without any actual or implied promise that the program would be or could be carried out within any given period.

Major needs of the city, as outlined by Mr. Story in his inaugural address covered the problems presented by the need of bridges, highways, Civic Center, Port of Rochester, aviation field, water supply problem, Broad Street extension, problem of carrying out a \$4,000,000 local improvement program, matter of pension adjustment, matter of standardization of salaries and positions, and completion of a tax map and the inauguration of a scientific assessment system.

Councilman Goodwin took up these things one at a time and reviewed what had been done.

In speaking of the bridges, Mr. Goodwin said that Mr. Story had requested an appropriation of \$50,000 to cover studies to determine whether Driving Park Avenue is safe to carry any traffic loads and to design for a new bridge at Smith Street, and for designs for a new bridge at Ridge Road. The appropriation was authorized, and Frank P. McKibben, engineer, of Black Gap, Pa., was engaged to make the studies. He has reported relative to the safe condition of the Driving Park bridge. In commenting on the Smith Street bridge, Mr. Goodwin says:

Bridge Situation
"We are hoping that we may engage at an early date the engineer for the design of the Ridge Road bridge. The City Planning Commission and the Department of Public Works have worked out a plan for improving the approaches to the Smith Street bridge. It is obviously unwise for us to attempt any work in connection with the Platt Street bridge until such time as the new Smith Street bridge is open for traffic." He says that surveys are being prepared for the relocation of the new bridge at Elmwood Avenue.

Real progress has been made on the highway problem, Mr. Goodwin said. He cited the passage of an ordinance for the paving of Plymouth Avenue South, the letting of the contract for Lake Avenue from Winchester Street to the B. R. & P. Railway, and the second section of Lake Avenue from Stutson Street to Beach Avenue. He said that the letting of the contract for Culver Road from Waring Road to the city line is imminent.

"The section from the city line north to Durand - Eastman Park," he said, "presents a problem which we have not yet attempted to solve." He called attention to the contract for the section of Mount Hope Avenue from Crittenden Boulevard to the Barge Canal and said "We completed the section with Edward Baugh for the acquisition of the old blast furnace property at Charlotte, a portion of which will be used for harbor purposes."

The solution of the aviation field question, said Mr. Goodwin, will require the expenditure of money.

"In the matter of the water supply problem," Mr. Goodwin pointed out, "the city has been going through the necessary hearings and preliminary red tape to permit us to begin actively this project. At the present time the matter is tied up in the courts by the action of the County of Ontario, and it is impossible to say when the matter will be cleared so that we can go ahead."

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After reviewing what has been done relative to the extension of Broad Street, Mr. Goodwin observed: "Undoubtedly the completion of the street through the plan by Harland Bartholomew will clear the way for the institution for the final section of the Broad Street extension."

Discussing the problem of carrying out \$4,000,000 worth of local improvements, Mr. Goodwin gave these facts:

Number of ordinances passed, 29; total of estimates for these ordinances, \$4,204,850; number of ordinances on which contracts were let, 111; total of estimates for these ordinances, \$3,672,100. The ordinances were divided among the four districts as follows: East district, 29 ordinances, the total estimates of which amounted to \$1,011,900; Northeast, 27, \$741,400; South, 26, \$1,101,000; and Northwest, 47, \$1,450,550.

Ordinances have been adopted, the Councilman pointed out, dealing with the adjustment of pensions and firemen, members of an advisory board, and the appointment and "the study is progressing, and unquestionably will be finished before the completion of this year."

"Nothing has been done in this connection," said Mr. Goodwin, speaking of the matter of standardization of salaries and positions. "Two considerations have caused the postponement of salary standardization until a later time. The first is the desire to keep from adding 'experts' to an already large staff."

Mr. Goodwin explained, because under present conditions it would cost more than it should.

Mr. Goodwin reviewed in detail the work that has been done and is being done looking toward a scientific assessment system, and concluded:

"It is our plan now to complete all the necessary work in connection with the scientific assessment system in 1929, and to take the year 1930 in selling the proposition to the people of the City of Rochester so as to iron out the objections and opposition before the new assessment plan actually goes into effect. This will enable us to place our assessments for 1931 on the scientific assessment basis. It could be done, of course, at the beginning of next year, but after much thought upon the matter, it is our belief that the project should be sold thoroughly to the community before its actual inauguration."



THE SOLUTION OF THE AVIATION FIELD QUESTION, SAID MR. GOODWIN, WILL REQUIRE THE EXPENDITURE OF MONEY.

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CITY WILL FIGHT WRIT OF PETROSSI

Prepared To Go to Appellate Court To Defend Rejection of Contractor's Bid

SERVED WITH MANDAMUS

Restrained by Temporary

The financial standing of the Petrossi concern has been approved by Comptroller Higgins so that will not be a question in the argument. In the statement that was prepared by the company it shows a surplus of \$278,675.75. To sustain its position as a qualified bidder, the Petrossi company recites in the papers that it has been in business for eighteen years and has been awarded contracts for work by the city in an amount of upward of \$6,000,000.

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The Petrossi Company, it is said, presented a bid at approximate cost for the Lattimore Road contract for the purpose of raising the issue whether it was to be barred from municipal work because of the difficulties of its secretary and treasurer. At the last meeting of the Board of Purchase and Supply the firm bids for contracts for pavements in Fairgate Street and Westmore Park. They were received before the formal rejection of the Lattimore Road bid, and were sent to the engineering Department for tabulation. If they are low, it is said that they, too, will be rejected in accordance with the position taken on the Lattimore Road contract.

Attitude of Officials
City officials will contend that they did not act in an arbitrary manner in the rejection of the

Petrossi bid, but are actuated by the desire to protect the property owners in the various streets in which improvements are contemplated by awarding contracts to reputable and responsible bidders. It will be contended that the evidence obtained in the alleged bribery, regardless of standards set by trial and grand juries, compels the city, in the interest of honest competition for public improvements, to take the stand it did in the Petrossi case.

This contention will be opposed by Sutherland & Dwyer in behalf of the Petrossi Company; but the city has agreed that an Appellate Court, if necessary, will have to overrule its stand before it will enter into contractual relations with any concern controlled by Petrossi. A defense of the Petrossi proceedings to sustain this stand as being in the interest of efficient government administration, and not predicated on vindictiveness, will be prepared in time for argument on Monday morning, it was announced.

ing of municipal contracts, qualified the lowest responsible bidder, Petrossi, active head of the company, is under indictment for alleged bribing of street inspectors by obtaining for a consideration fraudulent approval of slips for asphalt deliveries that were not made, and City Manager Stephen B. Story declares that the circumstances surrounding the case that was investigated under the direction of George Nier, commissioner of public safety, compel the city to take the stand that he is not a responsible bidder, regardless of the disagreement of the jury that heard the testimony in County Court.

Draper to Represent City
The city's case will be argued in court by Deputy Corporation Counsel George P. Draper, who is drafting the answering affidavits. The position of the Petrossi Company is that it is not amenable to action against one of its officers, and that in any event Petrossi is presumed to be innocent until proved guilty.

Corporation Counsel Platt conferred with City Manager Story yesterday after the service of the writ on Comptroller Higgins and Purchasing Agent Andrews, and it was decided that award of the Lattimore Road contract to the Petrossi Company would be made only under compulsion by the courts. Mr. Platt contends that there are numerous factors that the city may consider in determining whether a contractor is a responsible bidder, and the Charter provides expressly for the awarding of the contract to the lowest responsible bidder. This directs discretionary powers to the city in the award of the contracts for municipal improvements, and that it was the exercise of this privilege that resulted in the decision to award the contract to the second lowest bidder.

The abundance of experts engaged to solve municipal problems is largely responsible for postponement of salary standardization on the city payroll, Councilman Harry C. Goodwin declared last night at the annual dinner of the Unitarian Laymen's League in Gannett House.

Mr. Goodwin viewed the program of City Manager Story and summed up the achievements. In the holding off of wage standardization, "the desire to keep from adding 'experts' to an already large staff" has had much influence, the councilman asserted. He added the new plan of tax levy actually goes into effect.

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Referring to Mr. Story's proposals for aviation field development, Mr. Goodwin said \$150,000 has been appropriated for Municipal Airport, but declared the real solution of this matter will require much larger expenditures.

Opposition To Apt. Houses Forces City To Compromise

Planning, Zoning Committee in Executive Session Virtually Unanimous in Attitude To Give East Avenue Dwellers What They Want.

A move towards leaving East Avenue in the E residential zone, definitely excluding apartment houses, was initiated today by the planning and zoning committee of City Council in a meeting with other city officials in the offices of City Manager Story.

The proposed new height, area and use building code will be stamped to place each side of East Avenue, between Alexander Street and Upton Place, in the E classification, leaving the surrounding neighborhood, including Goodman Street, in the proposed P zone which will be open to apartments by decision of the board of appeals.

This compromise plan was arrived at because of the determined opposition of East Avenue dwellers to any possibility of apartment houses being erected there. When the hearing is completed, the opponents will be called in for a private hearing to see if the new scheme suits them. Councilman Chester A. Peake, chairman of the planning and zoning committee, announced after the meeting.

Unanimously for Residents
It is understood that attitude of city officials at the conference was practically unanimous to give the East Avenue people what they want.

The new zoning code was planned to make East Avenue and its adjacent territory a transition zone by classifying it as "D" residential. The board of appeals to be created could then pass on any application for an apartment building within that zone.

Those At Conference
The conference today included Councilmen Peake, Nelson A. Milne and Edward A. Flynn, City Manager Story, Mayor Joseph C. Wilson, Harold W. Baker, commissioner of public works, Corporation Counsel Platt, and these zoning officials and attaches:

Walter H. Cassabear, who drew the new zoning maps; Arthur L. Vedder, secretary of the City Planning Commission; Edwin A. Fisher, consulting engineer; and zoning advisory board members, A. A. Hopeman, Frank Fry, Clarence Livingston, Charles Carpenter and Howard C. Rupert.

He called attention to the contract for the section of Mount Hope Avenue from Crittenden Boulevard to the Barge Canal and said "We completed the section from Crittenden Boulevard to Elmwood Avenue last year."

Civic Center Plans
Of the proposed Civic Center, Mr. Goodwin said: "Work has been going quietly on ever since January, 1928. Location of the Civic Center over the river depends entirely upon the feasibility of the plan of erecting these structures in the river bed. John R. Freeman, hydraulic engineer, has been working on this problem. In addition to this matter, we have been gathering data relating to the possibility of a competition, and we have placed the entire matter before George Eastman."

Mr. Goodwin reviewed the appointment of the Harbor Advisory Board, and said the city has accepted the responsibility of dredging the harbor and keeping a generous depth of water in the harbor at all times and added: "We are at present conducting negotiations with Edward Baugh for the acquisition of the old blast furnace property at Charlotte, a portion of which will be used for harbor purposes."

"In the matter of the water supply problem," Mr. Goodwin asserted, "the city has been going through the necessary hearings and preliminary red tape to permit us to begin actively this project. At the present time the matter is tied up in the courts by the action of the County of Ontario, and it is impossible to say when the matter will be cleared so that we can go ahead."

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Reviews Story's Program At Church Dinner

Abundance of Experts at City Hall Responsible For Postponement of Salary Standardization on Payroll, Councilman Tells Unitarian Laymen.

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East Avenue Zoning Situation

Over 60 per cent. of the property owners and a considerably larger percentage of the residents of the East Avenue district between Alexander Street and Upton Park have signed a petition asking that zoning as Class E, or strictly residential, be continued.

It had been proposed in the new zoning regulations to rate this as a transition district, in Class D. That meant apartment houses could be erected in the district if the approval of the new board of appeals was secured and the conditions it might impose regarding type of structure, height, setback lines, etc., observed.

It is quite likely the opposition to making any change will prove effective and the district remain in Class E, whose residential status will be still more strictly guarded under the new code. The figure of 60 per cent. does not mean that 40 per cent. of the property owners desire a change, as some of them, and especially such institutions as churches, have not yet expressed an opinion either way.

Officials who have favored a transition district think the opponents of "D" zoning are making a mistake; that the time has now come for a gradual change under the pressure of growth. They are able to cite instances in other cities where such delay has allowed a district to deteriorate as development swept around and past them. This is said to have happened in Euclid Avenue, in Cleveland, for example.

But those who are opposing a change in zoning contend there can be no certainty that even apartment houses which are presumably to meet rigid restrictions of the type mentioned will remain permanently high class. They fear that increased parking will mean early removal of the great trees which are the glory of East Avenue, on the plea that widening is necessary. They say that there is no lack of suitable east side locations for apartment houses. Finally, they argue that if the time ever comes when it is obviously foolish to maintain residential restrictions, the most profitable change will be directly to business use, with no apartment house development interfering.

It would seem that change might at least await development of the City Plan and major city improvement program. If that contemplates extension of Broad Street the East Avenue situation may also be affected.

COUNCILMEN TO DISCUSS ZONE 'KICKS'

Conference Today to Review East Avenue Protests of Apartment Building

TO HAVE THIRD HEARING
Peake Says Proposed Change Would Not Let Down Bars to Any Great Extent

The new zoning ordinance, with special reference to the classification of the section of East Avenue, between Alexander Street and Upton Park, will be the subject of a conference called for today by Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee of the City Council.

Mr. Peake said that the conference will discuss in its general phases the zoning ordinance, also the results of two hearings at which strong sentiment was expressed by residents of East Avenue and adjacent streets against any letdown in the restrictions against apartment structures in that locality. The residents' lack of an E classification for the construction of multi-family structures in the vicinity.

Ordinance Provides D Class.
The ordinance as drafted provides for a D classification, making it discretionary upon the Board of Appeals, created by the zoning ordinance, to grant permission for the erection of apartment buildings under any conditions it may decide are reasonable.

Councilman Peake said that while this creates a highly restricted area and does not allow the uncontrolled construction of multi-family houses the strong sentiment against the proposal will be the subject of careful study by the committee. He said that, in accordance with the declaration he made last Monday night, before the committee makes its definite recommendation to the Council it will hold another hearing on the matter. He may tentatively reach Mr. Peake said that neither he or the two other members of the committee, Mayor Joseph C. Wilson and Councilman Nelson A. Milne, desire to act arbitrarily, but wish to reach a solution in compliance with the best interests of the city.

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The conference will be informal. City Manager Story and Councilman Peake discussed various surveys are being prepared for the phases of the new zoning regulations. The matter will be taken up at the conference yesterday.

Mr. Story said that progress has been made on the highway problem. Mr. Goodwin said. He cited the passage of an ordinance for the paving of Plymouth Avenue South, the letting of the contract for Lake Avenue from Winchester Street to the second section of Lake Avenue from Stutson Street to Beach Avenue. He said that the letting of the contract for Culver Road from Waring Road to the city line is imminent.

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CITY WILL FIGHT WRIT OF PETROSSI

Prepared To Go to Appellate Court To Defend Rejection of Contractor's Bid

SERVED WITH MANDAMUS

Restrained by Temporary Injunction from Giving Out Lattimore Job

By HIRAM MARKS

Injunction proceedings directed against the city by John Petrossi Company, Inc., to prevent the execution of the contract for Lake Avenue Road improvement to the Koch, Thompson Company will be vigorously opposed by Corporation Counsel Clarence M. Platt at the direction of City Manager Stephen E. Story.

The Petrossi company, through its attorneys, Sutherland & Dwyer, has obtained a peremptory writ of mandamus from Supreme Court Justice Benjamin B. Cunningham restraining the city from executing the contract for the Lake Avenue Road improvement to the Koch, Thompson Company, on the ground that it was not the lowest bidder. The writ is returnable in a special term of Supreme Court to open at 10 o'clock Monday morning.

Charges City Is Unjustified.
The Petrossi Company, Inc., in a petition signed by John Petrossi, secretary and treasurer, charges that the city's action in disregarding the low bid of the company and in adopting, through the Bureau of Purchase and Supply, a resolution declaring the firm as being irresponsible is "illegal and arbitrary and is without justification in fact or law."

The position of the city is that while the Petrossi company may have qualified financially, it has not, in accordance with the standards set by City Manager Story and Harold W. Baker, commissioner of public works, governing the award of contracts, been able to furnish satisfactory evidence of its ability to perform the work.

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Corporation Counsel Platt conferred yesterday after the service of the writ on Comptroller Clarence E. Higgins and Wendell T. Andrews, city purchasing agent, and it was decided that award of the Lake Avenue Road contract to the Petrossi Company would be made only under compulsion by the courts. Mr. Platt contends that there are numerous factors that the city may consider in determining whether a contractor is a responsible bidder, and the Charter provides expressly for the awarding of the contract to the lowest responsible bidder. This is in the award of the contract for municipal improvements, and zoning, and other problems.

He expressed confidence that the city would be able to win its case in the first trial of a city plan by Mr. Bartholomew's men.

Qualified Financially

The financial standing of the Petrossi company has been approved by Comptroller Higgins, so that it will not be a question in the argument. In the statement that was prepared by the company it shows a surplus of \$278,675.75. To sustain its position as a qualified bidder, the Petrossi company recites in the papers that it has been in business for eighteen years and has been awarded contracts for work by the city in an amount of upward of \$6,000,000.

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Planning, Zoning Committee in Executive Session Virtually Unanimous in Attitude to Give East Avenue Dwellers What They Want.

A move towards leaving East Avenue in the E residential zone, definitely excluding apartment houses, was initiated today by the planning and zoning committee of City Council in a meeting with other city officials in the offices of City Manager Story.

The proposed new height, area and use building code will be revamped to place each side of East Avenue, between Alexander Street and Upton Place, in the E classification, leaving the surrounding neighborhood, including Goodman Street, in the proposed D zone which will be open to apartments by decision of the board of appeals.

This compromise plan was arrived at because of the determined opposition of East Avenue dwellers to any possibility of apartments being erected there. When the rezoning is completed, the opponents will be called in for a private hearing to see if the new scheme suits them. Councilman Chester A. Peake, chairman of the planning and zoning committee, announced after the meeting.

Unanimously for Residents.
It is understood that attitude of city officials at the conference was practically unanimous to give the East Avenue people what they want.

The new zoning code was planned to make East Avenue and its adjacent territory a transition zone by classifying it as "D" residential. The board of appeals to be created then pass on any application for an apartment building within that zone.

If the new scheme meets with approval on all sides, it will rigidly exclude multi-family dwellings from the district, giving the board of appeals no choice.

A third public hearing on the code will be held subsequent to City Council meeting next Monday night when architects will be heard.

Mayor Joseph C. Wilson, commenting on the East Avenue situation today, said whatever is decided will not necessarily permanently close the avenue to any change.

"There isn't anything in the code," he said, "which cannot be withdrawn and substituted later if public sentiment is changed as to the transition nature of the district. We may open the way to apartment houses there in the future."

Those At Conference

The conference today included Councilmen Peake, Nelson A. Milne and Edward A. Flynn, City Manager Story, Mayor Wilson, Harold W. Baker, commissioner of public works, Corporation Counsel Platt, and these zoning officials and architects.

Walter H. Cassabier, who drew the new zoning maps; Arthur Vedder, secretary of the City Planning Commission; Edwin A. Fisher, consulting engineer; and zoning advisory board members, A. A. Hopeman, Frank Fry, Clarence Livingston, Charles Carpenter and Howard C. Rupert.

He called attention to the contract for the section of Mount Hope Avenue from Crittenden Boulevard to the Barge Canal and said "We completed the section from Crittenden Boulevard to Elmwood Avenue last year."

Civic Center Plans
Of the proposed Civic Center, Mr. Goodwin said: "Work has been going quietly on ever since January, 1928. Location of the Civic Center over the river depends entirely upon the feasibility of the plan of erecting these structures in the river bed. John R. Freeman, hydraulic engineer, has been working on this problem. In addition to this matter, we have been gathering data relating to the possibility of a competition, and we have placed the entire matter before George Eastman."

Mr. Goodwin reviewed the appointment of the Harbor Advisory Board, and said the city has accepted the responsibility of dredging the harbor and keeping a generous depth of water in the harbor at all times, and added: "We are at present conducting negotiations with Edward Baugh for the acquisition of the old blast furnace property at Charlotte, a portion of which will be used for harbor purposes."

"In the matter of the water supply problem," Mr. Goodwin asserted, "the city has been going through the necessary hearings and preliminary red tape to permit us to begin actively this project. At the present time the matter is tied up in the courts by the action of the County of Ontario, and it is impossible to say when the matter

will be cleared so that we can go ahead."

"We have made no overtures in relation to the acquisition of the Lake Ontario Company."

Discussing the problem of carrying out \$4,000,000 worth of local improvements, Mr. Goodwin gave these facts:

Number of ordinances passed, 120; total of estimates for these ordinances, \$4,304,850; number of ordinances on which contracts were let, 111; total of estimates for these ordinances, \$3,672,100. The ordinances were divided among the four districts as follows: East district, 29 ordinances, the total estimates of which amounted to \$1,011,900; Northeast, 27, \$741,400; South, 26, \$1,101,000; and Northwest, 27, \$1,450,550.

Ordinances have been adopted, he pointed out, dealing with the adjustment of pensions and firemen, members of an advisory board. "The study is progressing, and unquestionably will be finished before the completion of this year."

Reviews Story's Program At Church Dinner

Abundance of Experts at City Hall Responsible For Postponement of Salary Standardization on Payroll, Councilman Tells Unitarian Laymen.

The abundance of experts engaged to solve municipal problems is largely responsible for postponement of salary standardization on the city payroll, Councilman Harry C. Goodwin declared last night at the annual dinner of the Unitarian Laymen's League in Gannett House.

Mr. Goodwin viewed the program of City Manager Story and summed up the achievements.

In the holding off of wage standardization, "the desire to keep from adding 'experts' to an already large staff" has had much influence, the councilman asserted. He added that the new plan of tax levy actually fore the city's questions are satisfactorily settled.

"The observation should be made this collection of experts is not a normal affair," he said. "We are attempting to solve so many long neglected problems our list is much longer than it should be."

The latest expert engaged by the city is Harland Bartholomew, to work out a city plan. Others have been engaged in the recent past to study flood control, bridge safety, and other problems.

He expressed confidence that the city would be able to win its case in the first trial of a city plan by Mr. Bartholomew's men.

City's Bridge Needs

Speaking of the city's bridge needs, Mr. Goodwin said Mr. Story had requested an appropriation of \$30,000 to cover studies to determine whether Driving Park Avenue bridge is safe to carry any traffic loads which may be imposed on it; for a design for a new bridge at Smith Street, and for designs for a new bridge at Ridge Road.

The appropriation was authorized, and Frank P. McKibben, engineer, of Black Gap, Pa., was engaged to make the studies. He has reported relative to the safe condition of the Driving Park bridge. In commenting on the Smith Street bridge, Mr. Goodwin said:

"We are hoping that we may engage at an early date the engineer for the design of the Ridge Road bridge. The City Planning Commission and the Department of Public Works have worked out a plan for improving the approaches to the Smith Street bridge. It is obviously unwise for us to attempt any work in connection with the Smith Street bridge until such time as the new Smith Street bridge is open for traffic."

He said surveys are being prepared for the relocation of the new bridge at Elmwood Avenue.

Real progress has been made on the highway problem, Mr. Goodwin said. He cited the passage of an ordinance for the paving of Plymouth Avenue South, the letting of contract for Lake Avenue from Winchester Street to the S. R. & P. Railway, and the second section of Lake Avenue from Stutson Street to Beach Avenue. He said the letting of the contract for Culver Road from Waring Road to the city line is imminent.

"The section from the city line north to Durand - Eastman Park," he said, "presents a problem which we have not yet attempted to solve."

East Avenue Zoning Situation

Over 60 per cent. of the property owners and a considerably larger percentage of the residents of the East Avenue district between Alexander Street and Upton Park have signed a petition asking that zoning be Class E, or strictly residential, be continued. It had been proposed in the new zoning regulations to rate this as a transition district, in Class D. That meant apartment houses could be erected in the district if the approval of the new board of appeals was secured and the conditions it might impose regarding type of structure, height, setback lines, etc., observed.

It is quite likely the opposition to making any change will prove effective and the district remain in Class E, whose residential status will be still more strictly guarded under the new code. The figure of 60 per cent. does not mean that 40 per cent. of the property owners desire a change, as some of them, and especially such institutions as churches, have not yet expressed an opinion either way.

Officials who have favored a transition district think the opponents of "D" zoning are making a mistake; that the time has now come for a gradual change under the pressure of growth. They are able to cite instances in other cities where such delay has allowed a district to deteriorate as development swept around and past them. This is said to have happened in Euclid Avenue, in Cleveland, for example.

But those who are opposing a change in zoning contend there can be no certainty that even apartment houses which are presumably to meet rigid restrictions of the type mentioned will remain permanently high class. They fear that increased parking will mean early removal of the great trees which are the glory of East Avenue, on the plea that widening is necessary. They say that there is no lack of suitable east side locations for apartment houses. Finally, they argue that if the time ever comes when it is obviously foolish to maintain residential restrictions, the most profitable change will be directly to business use, with no apartment house development interfering.

It would seem that change might at least await development of the City Plan and major city improvement program. If that contemplates extension of Broad Street the East Avenue situation may also be affected.

COUNCILMEN TO DISCUSS ZONE 'KICKS'

Conference Today to Review East Avenue Protests of Apartment Building To HAVE THIRD HEARING Peake Says Proposed Change Would Not Let Down Bars to Any Great Extent

The new zoning ordinance, with special reference to the classification of the section of East Avenue between Alexander Street and Upton Park, will be the subject of a conference called for today by Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee of the City Council.

Mr. Peake said that the conference will discuss in its general phases the zoning ordinance, also the results of two hearings at which strong sentiment was expressed by residents of East Avenue and adjacent streets against any letdown in the restrictions against apartment structures in that locality. The residents seek an E classification for the section, which will prohibit the construction of multi-family structures in the vicinity.

Ordinance Provides D Class. The ordinance as drafted provides for a D classification, making discretionary upon the Board of Appeals, created by the zoning ordinance, to grant permission for the erection of apartment buildings under any conditions it may deem reasonable.

Councilman Peake said that while this creates a highly restricted area, it does not allow the uncontrolled construction of multi-family houses. The strong sentiment against the proposal will be the subject of a study by the committee. He said that, in accordance with the declaration he made last Monday night, before the committee made its recommendation to the Council, it will hold another hearing on the finding it may tentatively reach. Mr. Peake said that neither he or the two other members of the committee, Mayor Joseph C. Wilson and Councilman Nelson A. Milne desire to act arbitrarily, but wish to reach a solution in compliance with the best interests of the city.

Attending the conference will be, besides the members of the committee, Walter H. Cassabeer, who prepared the fifty-two maps used in zoning; Arthur Vedder, secretary of the City Planning Commission; Edwin A. Fisher, former consulting city engineer; and A. A. Hopeman, Fray Frey, Clarence Livingston, Charles Carpenter and Howard C. Rupert, members of the Zoning Advisory Board.

The conference will be informal. City Manager Story and Councilman Peake discussed various phases of the new zoning regulations yesterday. The matter will be weighed carefully, Mr. Story said. A conference of the City Council has been called for this afternoon by Mr. Story and zoning regulations are among matters to be discussed. Most of the councilmen remained at the two hearings and are familiar with the arguments advanced for and against the modification.

PROGRESS OF MUNICIPAL IMPROVEMENT PROGRAM REVIEWED BY GOODWIN

Needs Listed by City Manager in Inaugural Have Been Met as Far as Circumstances Would Permit, Councilman Says POINTS OUT THAT LONG-NEGLECTED PROBLEMS INVOLVED MUCH DETAIL

What did Stephen B. Story, city manager, propose as major and needed undertakings for the city when he made his inaugural address before the City Council on Jan. 3, 1928, and what has he done to carry out this work program?

Councilman Harry C. Goodwin, at the annual supper meeting of the Unitarian Laymen's League in Gannett House, reviewed the work program and the accomplishments of Mr. Story.

Set No Time Limit

In introducing his subject, Mr. Goodwin reminded his hearers that Mr. Story's work program was simply a listing of necessary larger undertakings, without any actual or implied promise that the program would be or could be carried out within any given period.

Major needs of the city, as outlined by Mr. Story in his inaugural address covered the problems presented by the city.

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The solution of the aviation field

question, said Mr. Goodwin, will require the expenditure of money.

"In the matter of the water supply problem," Mr. Goodwin as-

serted, "the city has been going through the necessary hearings and preliminary red tape to permit us to begin actively this project. At the present time the matter is tied up in the courts by the action of the County of Ontario, and it is impossible to say when the matter will be cleared up."

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Refers to Use of Experts

Mr. Goodwin gave the number of experts and said that it would be necessary to engage still more.

"The observation," he said, "should be made that this collection of experts is not a normal affair. We are attempting to solve so many long-neglected problems that our list is much longer and much more imposing than it ordinarily should be."

Salaries have not been standardized, Mr. Goodwin explained, because under present conditions it would cost more than it should.

Mr. Goodwin reviewed in detail the work that has been done and is being done looking toward a scientific assessment system, and concluded:

"It is our plan now to complete all the necessary work in connection with the scientific assessment system in 1929, and to take the year 1929 in selling the proposition to the people of the City of Rochester so as to iron out the objections and opposition before the new assessment plan actually goes into effect. This will enable us to place our assessments for 1931 on the scientific assessment basis. It could be done, of course, at the beginning of next year, but after much thought upon the matter it is our belief that the project should be sold thoroughly to the community before its actual inauguration."

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DISPUTED SECTION TO BE ZONED AS IN 'E' CLASSIFICATION

Will Include Strip 200 Feet Deep on Both
Sides of Thoroughfare from Alexander
Street East to Upton Park

STATUS OF SIDE STREETS WILL BE
TAKEN UP AT CONFERENCE MONDAY

By HIRAM MARKS

Construction of apartment buildings in East Avenue is precluded by a decision reached yesterday by city officials to re-vamp the zoning use maps to include in the "E" classification a strip two hundred feet wide on both sides of the thoroughfare from Alexander Street to Upton Park.

This prevents the construction of multi-family dwellings fronting in East Avenue in the section in question.

Another Conference Called

Under the modified plan that was formulated at a conference in the office of City Manager Stephen B. Story, the streets adjacent to East Avenue remain in the "D" classification.

However, the city officials say they have no intention of taking an arbitrary stand with reference to the intersecting streets; and as a consequence Councilman Chester A. Peake, chairman of the city planning and zoning committee of the City Council, has arranged for another conference in the office of Mr. Story at 3 o'clock Monday afternoon, at which attorneys and property owners interested in the zoning of the East Avenue district will be invited to look over the use of maps and to make known their views with reference to the modifications.

Councilman Peake said that it should be made clear that the placing of the streets adjacent to East Avenue, such as Prince Street, Strathallen and Arnold park and Goodman Street, in the "D" classification, does not make it possible for the promiscuous construction of apartment buildings, as under the new zoning regulations governing height, use, and area of buildings, the city, through the Board of Appeals which is created, has complete control of the situation in the "D" districts.

Multi-family houses can be constructed in these districts only with the approval of the Board of Appeals, which has complete discretion in the granting of a permit, and may impose such conditions as it deems reasonable in the granting of the authority to build.

Under the present "E" classification, exceptions may be granted, and the "D" classification is virtually the same, except that the authority of the board of appeals is more clearly defined as it flows from a state zoning statute, the constitutionality of which is said to be conceded. The present authority of the City Planning Commission has been questioned by counsel for disappointed applicants for exemptions, but the matter has not been pressed in court for adjudication.

Apartment Buildings Prohibited

The "E" classification as proposed in the measure under discussion provides for no discretionary power to the Board of Appeals to grant an exemption, and multi-family buildings are prohibited as a matter of law.

Appeals might be made as a means of enhancing the value of the property, but the thoroughfare is a public viewpoint.

Look to Future

It was pointed out that less than a generation ago Clinton Avenue South had fine residential structures with shade trees; lower East Avenue and sections of Main Street and St. Paul Street only a relatively short time ago were in the same status. It was contended that the development of these streets, to advocate now that the residential status should have been retained; and the conference agreed that some day East Avenue would have to be as good as dead, but felt that the time had not arrived to make this possible.

Whether the city authorities will be able to convince the property owners in the adjacent streets that the "D" classification for their thoroughfares is advantageous and equitable, will develop in the conference Monday, as both City Manager Story and Councilman Peake said that the problem is to be approached in a conciliatory manner, and the discussion directed to a plan of best solving the problem. In some instances apartments have been erected in the intersecting streets, removed at some distance from East Avenue, and the question arises whether they should be permitted to a point 200 feet from East Avenue, under such regulatory provisions as may be determined by the Board of Appeals.

To Take Up Streets Separately

Property owners in the adjoining streets filed a separate petition against the "D" classification through Edwin C. Redfern, attorney. Clarence Moser, appearing for property owners in East Avenue, had two petitions, one for the section from Alexander Street to Upton Park, and the other for the section of East Avenue beyond Upton Park, which, while in the "E" classification, is concerned with the encroachment eastward of apartments. The majority sentiment in each petition was against the "D" classification, and Mr. Redfern said that some of the side streets were unanimous in their stand.

The conference Monday will endeavor to take up the modified use map with reference to each street, and the intersecting parties will be requested to direct their attention to a plan for settling the question.

Julius Lebowitz, who purchased the home of the late Harry P. Brewster in North Goodman Street, which was destroyed by fire, has constructed an attractive apartment there, he says. He contends that the property owners in the street would prefer an apartment to the ruins, and he said that Theobald in University Avenue, which he encroached, is a credit to the city.

He contended that this property has an assessable valuation of \$225,000, and that the old house on the site before its erection was assessed at \$16,000. A similar development in North Goodman Street was promised by Mr. Lebowitz.

Another Zoning Hearing

These phases will be ironed out, it is expected, at the conference Monday, and another hearing on the entire zoning matter will be conducted by the City Council subsequent to the meeting with property owners and their counsel.

At the conference yesterday were, besides City Manager Story, Mayor Joseph C. Wilson, Harold W. Baker, commissioner of public works; Edwin A. Fisher, former consulting engineer; Arthur L. Vedder, secretary of the City Planning Commission; and Councilman Peake.

Peake is the Councilman who, with Mayor Wilson, make up the city planning and zoning committee; Councilman Edward P. Flynn, chairman of the engineering committee of the City Council; Walter H. Cassaber, who prepared the fifty-two zoning maps; Corporation Counsel Clarence M. Platt; C. N. Murray, secretary of the Zoning Advisory Board, and A. A. Hopeman, chairman, and Frank Frey, Howard C. Rupert, Clarence Livingston, Charles Carpenter, members of the Zoning Advisory Board.

The discussion covered the zoning problem in a wide variety of aspects, and had for its purpose the formulation of regulations that safeguard property owners, yet encourage the orderly and progressive development of the city, it was declared.

ESTIMATED TO EXTEND STREET BID DECISION

Property for Cumberland Street extension may be bought for about \$250,000 instead of \$800,000, as at first estimated, proponents of the project have informed city councilmen. They have promised to gather more definite information.

With an ordinance for cutting the street westward through a block at its dead end postponed in City Council at the request of the group seeking the extension, city officials have regarded the proposal as another scheduled to await the proposed City Plan.

The great reduction in price, asked for about five parcels of property was reported to members of the council, meeting unofficially yesterday in the office of City Manager Story. Assemblyman Haskell H. Marks and Charles T. Chapin represented the interested property owners.

It was argued the improvement is badly needed to relieve traffic congestion north of Main Street.

Whether John Petrossi and his paving company are responsible bidders for city improvements is to be decided by Justice Rich in Supreme Court Monday, on the return of an injunction restraining city officials from awarding the Lattimore Road paving contract to Roach Thompson Corporation, officials said today.

The John Petrossi Company was low on this job, but its bid was rejected on the ground that the concern was an irresponsible bidder, a decision growing out of the indictment of John Petrossi for alleged bribing of a public works inspector. The Roach-Thompson Corporation was second low.

Sutherland & Dwyer were to appear for the Petrossi company and George D. Draper for the city.

City Manager Stephen B. Story proposes to eliminate the excess desks in front of the railing, which separates the section of the councilman chambers that is used by the members, and to move the railing so as to provide additional space for citizens who attend the session. Many additional persons can be cared for if the large desks are removed, Mr. Story pointed out, and there is urgent need for these facilities because of the large volume of business that is going through the council and the interest that people are taking in it.

Public Interest Awakened

The administration of the business of the city of Rochester is the greatest in the community. The city, as a municipal corporation, has assets of more than \$800,000,000 and upwards of \$20,000,000 is expended annually in handling its affairs. The City Council and the executive branch of the government, headed by Mr. Story, takes the position that this business is that of the taxpayers and every effort is directed to develop interest in the conduct of the councilman's session. On frequent occasions Vice-Mayor Isaac Adler and Councilman Harry C. Goodwin have declared in public utterance that an awakened public interest in the city government is a healthy condition for the community welfare and every opportunity is accorded taxpayers by Mayor Joseph C. Wilson, presiding officer of the council, for a complete expression of opinion. The various committee chairmen of the council, and each councilman heads some important committee, arrange hearings in conjunction with the regular sessions so that attendance by property owners at proceedings in which they are interested is accomplished with the least inconvenience.

During former municipal administrations under the Federal charter, attendance at the sessions of the Common Council was negligible and many meetings of the council at which business of great importance was transacted were without an audience. The general impression was that the aldermanic program was pre-arranged and the results were a foregone conclusion. For a number of years, although there were 34 members in the council, a negative vote on any proposition was unknown. There are many negative votes in the sessions of the council and each individual member registers his judgment on the business before the meeting.

When the councilman's session is held, the councilman's program in his capacity as a public leader and adviser to the public officials, a session of the Common Council that lasted more than thirty minutes was unusual. The business was rushed through with the alderman, except the floor leader, never saying aye, or nay, or making any other utterance. In the present council a debate, impromptu and interesting, may develop at any point in the session and differences are ironed out before the public assembly and every measure is fully deliberated by the members before final action is taken.

There is a gratifying air of devotion to business about the City Hall, however, that is the best indication of what the city manager form of government means to the common good.

lake harbor belong within the category. New bridges, new assessment methods, pension adjustment, increased water supply, aviation needs, standardization of salaries, are all matters requiring careful judgment and the city government will not move hastily on them.

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DISPUTED SECTION TO BE ZONED AS IN 'E' CLASSIFICATION

Will Include Strip 200 Feet Deep on Both Sides of Thoroughfare from Alexander Street East to Upton Park

STATUS OF SIDE STREETS WILL BE TAKEN UP AT CONFERENCE MONDAY

By HIRAM MARKS

Construction of apartment buildings in East Avenue is precluded by a decision reached yesterday by city officials to re-vamp the zoning use maps to include in the "E" classification a strip two hundred feet wide on both sides of the thoroughfare from Alexander Street to Upton Park.

This prevents the construction of multi-family dwellings fronting in East Avenue in the section in question.

Another Conference Called
Under the modified plan that was formulated at a conference in the office of City Manager Stephen B. Story, the streets adjacent to East Avenue remain in the "D" classification.

However, the city officials say they have no intention of taking an arbitrary stand with reference to the intersecting streets; and as a consequence Councilman Chester A. Peake, chairman of the city planning and zoning committee of the City Council, has arranged for another conference in the office of Mr. Story at 3 o'clock Monday afternoon, at which attorneys and property owners interested in the zoning of the East Avenue district will be invited to look over the use of maps and to make known their views with reference to the modifications.

Councilman Peake said that it should be made clear that the placing of the streets adjacent to East Avenue, such as Prince Street, Strathallen and Arnold Street, and Goodman Street, in the "D" classification, does not make it possible for the promiscuous construction of apartment buildings, as under the new zoning regulations governing height, use, and area of buildings, the city, through the Board of Appeals which is created, has complete control of the situation in the "D" districts.

Multi-family houses can be constructed in these districts only with the approval of the Board of Appeals, which has complete discretion in the granting of a permit, and may impose such conditions as it deems reasonable in the granting of the authority to build.

Under the present "E" classification, exceptions may be granted, and the "D" classification is virtually the same, except that the authority of the board of appeals is more clearly defined as it flows from a state zoning statute, the constitutionality of which is said to be conceded. The present authority of the City Planning Commission has been questioned by counsel for disappointed applicants for exemptions, but the matter has not been pressed in court for adjudication.

Apartment Buildings Prohibited
The "E" classification as proposed in the measure under discussion provides for no discretionary power to the Board of Appeals to grant an exemption, and multi-family buildings are prohibited as a matter of law.

The discussion covered the zoning problem in a wide variety of aspects, and had for its purpose the formulation of regulations that safeguard property owners, yet encourage the orderly and progressive development of the city, it was declared.

Appeals might be made as a means of enhancing the value of the property, and the thoroughness of the viewpoint.

Look to Future

It was pointed out that less than a generation ago Clinton Avenue South had fine residential structures with shade trees; lower East Avenue and sections of Main Street and St. Paul Street only a relatively short time ago were in the same condition. It is contended that it would be foolhardy, in the light of the development of these streets, to advocate now that the residential status should have been retained; and the conference agreed that some day East Avenue would have to how to this progress, but felt that the time had not arrived to make this possible.

Whether the city authorities will be able to convince the property owners in the adjacent streets that the "D" classification for their thoroughfares is advantageous and equitable, will develop in the conference Monday, as both City Manager Story and Councilman Peake said that the problem is to be approached in a conciliatory manner, and the discussion directed to a plan of best solving the question. In some instances apartments have been erected in the intersecting streets, removed at some distance from East Avenue, and the question arises whether they should be permitted to a point 200 feet from East Avenue, under such regulatory provisions as may be determined by the Board of Appeals.

To Take Up Streets Separately

Property owners in the adjoining streets filed a separate petition against the "D" classification through Edwin C. Redfern, attorney. Clarence Moser, appearing for property owners in East Avenue, had two petitions, one for the section from Alexander Street to Upton Park, and the other for the section of East Avenue beyond Upton Park, which, while in the "E" classification, is concerned with the encroachment eastward of apartments. The majority sentiment in each petition was against the "D" classification, and Mr. Redfern said that some of the side streets were unanimous in their stand.

The conference Monday will endeavor to take up the modified use map with reference to each street, and the intersecting parties will be requested to direct their attention to a plan for settling the question.

Julius Lebowitz, who purchased the home of the late H. P. Brewster in North Goodman Street, which was destroyed by fire, has razed ruins, and is prepared to construct an attractive apartment there, he says. He contends that the property owners in the street would prefer an apartment to the ruins, and he said that The Shellenbourn in University Avenue, which he erected, is a credit to the city. He contended that this property has an assessable valuation of \$225,000, and that the old house on the site before its erection was assessed at \$16,000. A similar development in North Goodman Street was promised by Mr. Lebowitz.

Another Zoning Hearing

These phases will be ironed out, it is expected, at the conference Monday, and another hearing on the entire zoning matter will be conducted by the City Council subsequent to the meeting with property owners and their counsel. Attending the conference yesterday were, besides City Manager Story, Mayor Joseph C. Wilson, Harold W. Baker, commissioner of public works; Edwin A. Fisher, former consulting city engineer; Arthur L. Vedder, secretary of the City Planning Commission; Councilman Peake and Nelson A. Milne, who, with Mayor Wilson, make up the city planning and zoning committee; Councilman Edward P. Flynn, chairman of the engineering committee of the City Council; Walter H. Cassabow, who prepared the city zoning map; Corporation Counsel Clarence M. Platt; C. N. Munger, secretary of the Zoning Advisory Board, and A. A. Hopman, chairman, and Frank Frey, Howard C. Rupert, Clarence Livingston, Charles Carpenter, members of the Zoning Advisory Board.

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ESTIMATED TO WAIT PETROSSI BID DECISION EXTEND STREET

Property for Cumberland Street extension may be bought for about \$250,000 instead of \$600,000, as at first estimated, proponents of the project have informed city councilmen. They have promised to gather more definite information. With an ordinance for cutting the street westward through a block at its end and postponed in City Council at the request of the group seeking the extension, city officials have regarded the proposal as another scheduled to await the proposed City Plan.

The great reduction in price, asked for about five parcels of property was reported to members of the council, meeting unofficially yesterday in the office of City Manager Story. Assemblyman Haskell H. Marks and Charles T. Chapin represented the interested property owners.

It was argued the improvement is badly needed to relieve traffic congestion north of Main Street.

Whether John Petrossi and his paving company are responsible bidders for city improvements is to be decided by Justice Rich in Supreme Court Monday, on the return of an injunction restraining city officials from awarding the Lattimore Road paving contract to Roach-Thompson Corporation, officials said today.

The John Petrossi Company was low on this job, but its bid was rejected on the ground that the concern was an irresponsible bidder, a decision growing out of the indictment of John Petrossi for alleged bribing of a public works inspector. The Roach-Thompson Corporation was second low.

Sutherland & Dwyer were to appear for the Petrossi company and George D. Draper for the city.

City Hopes To Make Garbage Plant Pay Own Cost This Year

Expenses and Profits From Disposal of Waste Nearly Balanced Last Year and Better Results Anticipated—Result Will Be Unique.

Products from Rochester's garbage nearly paid for the cost of disposal last year and it is hoped will equal the cost this year.

That is the conclusion of a tale told by City Manager Story and John V. Lewis, superintendent of maintenance and operation, Department of Public Works, of how Rochester makes money out of what its residents throw away: turns garbage into gold.

If the plant does make both ends meet this year, it will be the first time a plant of the type used here will pay its own way.

Last year, it was pointed out, the city obtained \$173,000 from what was left of \$5,222 tons of garbage. The cost of the reduction plant was \$208,000. It is hoped to keep the cost at about the same level this year and increase the revenue from the sale of grease and tangle, the two principal by-products.

Grease Is Sold

Last year about 2,000,000 pounds of grease was sold at about six cents a pound and approximately 6,000 tons of tangle was sold at an average of \$7.75 a ton. The tangle was sold to fertilizer firms on competitive bids, but this year most of it has been sold to a hog feed making firm in Ohio, which finds Rochester's tangle superior and pays \$12 a ton for it.

The reduction process used in Rochester is the Cobwell process, Mr. Lewis explained. It is the most expensive, but has the advantage of being practically odorless, so that the plant can be located in the center of the city and the garbage haul cost greatly lessened. Where the old type plant is used, it is located from 20 to 30 miles from the city and can be smelted for 15 miles around. While several of these old type plants are operated in the United States and make money for the private concerns which run them, the city in each instance has to pay for hauling the garbage the long distance to the plant and often in addition pays the company a flat rate per ton for disposing of it.

The only thing the city does not save are old tin cans, scrap metal from boxes and barrels and automobile bodies which are dumped in various gullies near Rochester. But this has not been done without a careful figuring of the cost of salvaging and selling them with the conclusion that this cost would be greater than the revenue and thus not warranted while convenient dumps, which could not be seen and did not injure surrounding property, were available.

New City Hall 'Spokesman' Harry C. Goodwin Reviews Work Program and Accomplishments of Stephen B. Story

Councilman Harry C. Goodwin, speaking before the Unitarian Laymen's League on the progress of the municipal improvement program, "reviewed the work program and accomplishments" of Stephen B. Story, city manager.

That will be received by the people as a familiar type of eulogy which blossoms forth with mathematical regularity when the calendar denotes that the time for election has become a matter of months.

And Councilman Goodwin emphasized in his address that Mr. Story's work program was simply a listing of necessary large undertakings *WITHOUT any actual or implied promise that the program would be or could be carried out within any given period.*

That will be accepted by the people as an ALIBI for what has not been done during the year and a half that the city manager has been at the head of the government of Rochester, but—

Councilman Goodwin, who has temporarily discarded the rap and bells for the more sombre mien of the City Hall "spokesman," made one statement which the people will view with concern and alarm if it is an accurate prophecy, for, erring to the city's new army of imported experts—

Mr. Goodwin gave the number of experts and said that *would be necessary to ENGAGE STILL MORE.*

"The observation," he said, "should be made that this collection of experts is not a normal affair. We are attempting to solve so many long neglected problems that our list is much longer and much more imposing than it ordinarily should be."

Councilman Goodwin is right when he says this collection of experts is no NORMAL affair. Nor was such a "collection" either foreseen or desired by the people.

For, while the people approve the selection of such an engineer as Harland Bartholomew for such an important task as making a general city plan, they did not expect "experts" would be imported for minor projects.

Plainly, one of the principal arguments in favor of the selection of Mr. Story was that he is an engineer and that he could direct the work of planning improvements which the city's engineering department would carry out.

With the exception of the general city plan, Rochester engineers have planned and built as important public improvements as those for which it is now necessary to have outside experts.

Talking of the "progress" of the municipal improvement after a year and a half is futile, for few of them are out of the "talking" stage; none of them further advanced than preliminary plans.

It is about time that DOING is substituted for talking by the city government, and that it began to realize that some of these experts are "only ordinary fellows away from home."

The City Manager Record
Councilman Goodwin's summary of achievements of the city manager government, presented before the Unitarian Laymen's League the other night, may be recommended for general reading as a clear and understandable presentation of facts that voters need to know.

The city manager government came into power with certain major needs before the city. Progress has been made, as Mr. Goodwin showed, in all of these matters. In some cases it is only a start, but it is a substantial start and the city manager government has evinced a clear purpose of holding back for nothing except insuperable obstacles. Where such obstacles have been encountered, a halt has been called while new ways could be devised for going around them.

The people of the city are probably most interested in improvements that they can see and feel, such as the Plymouth Avenue and Lake Avenue paving jobs, but work has been going steadily forward on much bigger enterprises that will mold the future of the city. The advancement of the city plan, with the supplementary civic center project, and the recasting of plans for the lake harbor belong within the category.

New bridges, new assessment methods, pension adjustment, increased water supply, aviation needs, standardization of salaries, are all matters requiring careful judgment and the city government will not move hastily on them.

The gratifying air of devotion to business at the City Hall, however, that is the best indication of what the city manager form of government means to the common good.

RIISING INTEREST IN COUNCIL WORK CROWDS CHAMBER

Regard of Taxpayers for Business of City Contrasts Strongly with Apathy Shown Under Former Federal Charter Regime GREATER ACCOMMODATIONS MUST BE PROVIDED, CITY MANAGER DECIDES

By HIRAM MARKS

With public interest in the administration of municipal affairs greatly stimulated by the city manager government the attendance at the sessions of the City Council each Monday evening has increased to such proportions that plans must be made for the accommodation of interested citizens, who on numerous occasions have found only standing room available at the proceedings.

CITY HALL STIRRED BY POLICE CHARGE

Charges of attempted larceny of city property against two policemen were revealed today in a communication in which Leo A. MacSweeney, insurgent Republican leader, demanded that Commissioner of Public Safety Nier act on the allegations.

Park Bureau employees detected the two policemen attempting to steal shrubs at Durand-Eastman Park a month ago, according to the communication, but no action has been taken to date.

Mr. MacSweeney said today he had communicated with Commissioner Nier several days ago, and had received no acknowledgment. He made his earlier communication public.

"The communication having elicited no reply," he said, "I am making public the facts as I have stated. There has been no apparent action in the matter."

"Why the inaction and the silence? Commissioner Nier has never acknowledged that he received the communication."

Although the alleged attempted larceny took place a month ago, Commissioner Nier heard nothing of it until last week, he declared today. He said:

"I didn't know a thing about this until last week, except as a reported scandal which came to me in a general way."

Last Thursday or Friday, asked Charles E. Raitt, director of parks, about it. He said he had supposed I knew about it. "Did you make a report?" I asked him.

"He said he had not, and I told him it was his duty to report any such occurrence to me. At that time I ordered him to file a report. I am awaiting it."

RAITT TO REPORT

Mr. Raitt today said: "I have known of this matter for about a month. I am now making a report, to be submitted to Mr. Nier within twenty-four hours."

Mr. Raitt refused to disclose the names of numbers of the two policemen said to be involved.

City Manager Story denied knowing anything about the charges.

Mr. MacSweeney's letter to Mr. Nier follows:

When the late George W. Alldridge laid out the communicable program in his capacity as Republican leader and adviser to public officials, a session of the Common Council that lasted more than thirty minutes was unusual. The business was rushed through with the aldermen, except the floor leader, never saying aye, or nay, or making any other utterance. In the present session a debate, impromptu and somewhat heated, developed at any interesting, may develop at any point in the session and differences are anticipated before the public assembly and every measure is fully deliberated by the members before final action is taken.

PETROSSI CASE BRIEFS ARGUED

Briefs by both sides in the controversy over alleged irresponsibility of John Petrossi and the John Petrossi Company as municipal improvement bidders were received by Supreme Court Justice Gillette this afternoon. Decision was reserved after argument.

Attorneys for both the city and Petrossi argued the merits of the injunction granted by Justice Cunningham against awarding the Lattimore Road contract to Roach-Thompson Corporation, second low bidder.

Justice Gillette, instead of Justice Rich, convened special term of Supreme Court, with an exceptionally long calendar.

George B. Draper pleaded for the city's right to declare a contractor irresponsible. In this particular case John Petrossi as chief owner of the John Petrossi Company, for alleged bribing of a street improvement inspector. Eugene J. Dwyer appeared for Petrossi.

Mr. George J. Nier, Commissioner of Public Safety, City.

"My Dear Commissioner:

"No apparent action having been taken by you, I assume that you are not aware that, over two weeks ago, watchmen at Durand-Eastman Park detected two members of the Police Department in the act of stealing shrubs from the park nursery. This was reported through the regular channels in the Police Department, and a written report of the occurrence having been made to that gentleman.

"Larceny, actual or attempted, should not be tolerated in a policeman. Our Police Department boasts a high standard of men and its ranks should be kept clear of anyone whose acts tend to bring odium upon it. As matters stand it appears that two patrolmen have been accused of attempted larceny by employees of the Park Bureau, impelled by some mysterious influence, has suppressed the charges.

"All of which, having been brought to your attention, would seem to call for prompt action on your part."

Chief of Police Kavanagh declared today he knew nothing of the affair until Mr. MacSweeney's letter was made public.

"I will make a thorough investigation and report my findings to Commissioner Nier," he said.

TRouble OVER RAItt
Black of the new imbroglio lies between Mr. MacSweeney and Mr. Nier. Mr. Nier was appointed commissioner of public safety on recommendation of the insurgent leader.

The supposed break came when Nier appointed Mr. Raitt director of parks.

He did this, it was said, at direction of City Manager Story, in the face of about 1,000 letters and communications recommending others for the plum.

It is understood Mr. Raitt was in line for the post when brought here from California about two years ago to make a park survey. He came here at request of Mr. Story, then connected with the Bureau of Municipal Research.

Mr. Raitt's letter to Mr. Nier follows:

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Mr. MacSweeney's letter to Mr. Nier follows:

STREET, CIVIC CENTER PLANS TO BE COMPLETED THIS YEAR; RAIL UNION TO BE OPPOSED

TO PROTECT CITY Eastern Roads Combine Thought Prejudicial to Subway Use ASK PLATT TO ACT Council Empowers Him To Take Case Before Interstate Body

Intervention by the city to protect the subway transit railroad in the proposed consolidation of Eastern railroads, is authorized by a resolution introduced by Councilman Louis S. Foulkes last evening, and unanimously adopted by the City Council.

The resolution directs Corporation Counsel Clarence M. Platt to "move before the Interstate Commerce Commission for permission for the city of Rochester to intervene in the railroad consolidation proceeding, in order to protect the City of Rochester in the ownership and its interest in the operation of the transit subway and industrial switching railroad."

Believed Disadvantageous to City

Before the vote was taken on the resolution, Councilman Harry C. Goodwin asked Mr. Foulkes to explain the scope of the measure, so that he would intelligently cast his vote. Mr. Foulkes said that the Transportation act of 1920 provided for the consolidation of the Eastern railroads into several systems. The Baltimore & Ohio is to be the nucleus of one system, and under the plan under discussion the Buffalo, Rochester & Pittsburgh Railway is to be disbanded. The section of the Buffalo, Rochester & Pittsburgh Railway from Pittsburgh to Buffalo is to be combined with the Baltimore & Ohio, and the section between Salamanca and Rochester is to go to the New York Central lines.

Mr. Foulkes said that it was the consensus of the Transportation committee of the Chamber of Commerce, also of the trustees, that this was a disadvantageous move for the city, and that the Buffalo, Rochester & Pittsburgh Railway should be kept intact, giving Rochester a connection on the new system formed by the Baltimore & Ohio Railroad. He said that shippers located along the transit subway, as well as manufacturers who intended to locate there, or were likely to establish plants along Rochester's industrial railroad, would have much better shipping facilities by the direct contact with the Baltimore & Ohio system through the lines of the Buffalo, Rochester & Pittsburgh Railway, reaching this city, and tapping the subway, and it would give shipping connections with the Pennsylvania Railroad and other railroads in the South and Middle West.

Would Conserve City's Interests

That the city had a vital interest in the consolidation by reason of its investment of a number of millions of dollars in the nine and one-half miles of industrial railroad, was the declaration of Councilman Foulkes in answer to the inquiry from Mr. Goodwin as to what Mr. Platt could do before the Interstate Commerce Commission, he declared that he would outline the position of Rochester as a municipality with reference to the consolidation. In the expectation that the commission in its order would protect the interests of the city, Mr. Foulkes said.

What Council Did Last Night

Business transacted by the City Council last evening included the following items:

Received communication from City Manager Stephen B. Story outlining negotiations with Harland Bartholomew for services in conjunction with preparation of city plan; reciting dates when separate studies into phases of the plan are to be completed under the arrangement and providing the council with the maximum expenditures the inquiry will entail. Ordinance to provide for payment was referred to Finance Committee.

Adopted by unanimous vote a resolution by Councilman Louis Foulkes providing for the intervention by city before Interstate Commerce Commission in proceedings for consolidation of Eastern Railroads for the purpose of protecting the interest of the city in the subway industrial railroad.

Received report from law committee, read by Vice-Mayor Isaac Adler, chairman, recommending freedom of competition in the Public Market, Transmittal of a communication from the City Planning Commission removing restrictions on transient dealers followed.

Ordinance approving the purchase of the former property of the Broad Street market for a municipal warehouse at a cost of \$40,000 was introduced and was referred to finance committee.

Steps were initiated under the direction of Vice-Mayor Adler to enable city to take advantage of recently adopted state legislation with relation to city planning, providing for the creation of official map lines for streets, to make possible the widening of thoroughfares by the establishment of set-back lines, also for the reorganization of the City Planning Commission.

Received resolution fixing the compensation of Frank P. McKibben for expert services in conjunction with the construction of the new Smith Street bridge at 5 per cent. of the cost of the structure, payment to be made as the work progresses.

Transacted a large amount of routine business, relating to street improvements, and purchase, settlement of claims, and other municipal matters.

Bridge Engineer's Fee Set by City Council

Under the provision of an ordinance introduced in the City Council last evening by Mayor Wilson, the compensation of Frank P. McKibben for expert services in connection with the preparation of the plans and the construction of the Smith Street bridge is fixed at 5 per cent. of the cost of the structure. This is the customary professional fee for technical service and architectural service in other type of construction, it was pointed out.

Mr. McKibben is a widely known bridge engineer and the city has engaged his services in preparation for the new bridge at Smith Street, which is the first major river bridge to be replaced by the city in a long period of time. Mr. McKibben's work advances under the provisions of the ordinance, which was referred to the Finance Committee for consideration.

COST LIMIT \$50,000

Pact of Bartholomew and Story Submitted at Council Session

EXPERT FEES SET

Budget Appropriation Will Care for 1929 Cost, Story Says

By HIRAM MARKS

Completion of the section of the city plan relating to major thoroughfares by Nov. 1 and the section concerning the civic center by Dec. 1 is provided in an agreement that has been arranged by the City Planning Commission through City Manager Stephen B. Story and Harland Bartholomew, according to a communication Mr. Story submitted last evening to the City Council.

The communication outlined the steps that have been taken by Mr. Story and Harold W. Baker, commissioner of public works, in conjunction with the City Planning Commission, for the purpose of setting into motion the machinery that will bring about the establishment of a city plan for Rochester.

Expects to Cost \$50,000

The compensation to be paid for the expert advice to be furnished by Mr. Bartholomew and his associates is scheduled in Mr. Story's communication and he points out that the expenditure is limited to \$50,000. Of this sum, Mr. Bartholomew, who is regarded as one of the foremost city planners in the world, and has been engaged by some of the largest cities in this country, is to receive \$16,500 to be paid in 30 monthly installments.

Definite dates are set forth in the agreement for the completion of the various sections in which the city plan survey naturally divides itself. The transportation plan is to be completed by April 1, 1930, and transit plan by July 1, 1930, and the final comprehensive plan is to be completed by April 1, 1931.

An ordinance providing for the payment of this compensation was referred to the Finance Committee made up of Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn and a report on it will be made later.

Mr. Story outlines the per diem fees to be paid for the associates that Mr. Bartholomew will bring to Rochester to assist him in his work. While much of the preliminary work has been done by the city's engineering staff under the direction of Commissioner Baker, there remains a substantial amount of technical survey and checking and at the conclusion of Mr. Story's presentation of the communication, Vice-Mayor Adler asked the city manager whether it was possible to do the engineering work by the men already in the employ of the city.

Mr. Story said that this could not be completely accomplished as some of the men on Mr. Bartholomew's staff were specially trained in such phases of city planning as the preparation of a plan for Rochester. He said that the engineering personnel of this city was not sufficiently experienced in some elements of planning to enable the city to avail itself of such an arrangement as suggested by Vice-Mayor Adler but he declared the city was lending itself to that program as much as possible.

PUBLIC MARKET COMPETITION IN COUNCIL FAVOR

Ordinance Amendment Passed Allows Transient Dealers Full Rights of Market

That the public market is conducted primarily for the benefit, not of one class of merchants, but of all the citizens of Rochester, and that free competition in sales upon the market is in the best interest of all, is the finding of the Law Committee of the City Council read in a report last evening by Vice-Mayor Isaac Adler, chairman. Then the council unanimously adopted an amendment to the market ordinance giving transient dealers right to sell any produce on the market.

The report, signed by Vice-Mayor Adler and Councilmen Edward P. Flynn and Harry C. Goodwin, members of the Law Committee, points out that the present ordinance places an unwarranted obstacle in the way of transient dealers, who are distinguished from the commission men, in that they have no permanent structures abutting the market, and rent space, either by the year or by the day.

The matter was subject of a hearing, as the Law Committee outlined in its report, and, in addition, counsel for the commission men who advocated the limitation of sales by transient men to New York state produce and counsel for the transient dealers were in conference with the committee and furnished briefs. The report of the Law Committee, which settled the highly controversial question, which has resulted in much agitation before the City Council, is as follows:

Your Law Committee, to which was referred an ordinance introduced March 26 amending the market ordinance, respectively reports that a largely attended hearing was held at the Council chamber April 8, briefs have been filed with the committee by attorneys representing both the commission merchants and the so-called transient dealers, and a long session attended by representatives of both parties was held.

The purpose of the amendment is to allow transient dealers to sell on the public market produce other than that grown in the State of New York. Objection is made by the commission merchants that such a permit would result in unfair competition, their main argument being that they are subject to heavy expenses and taxes from which the transient dealers are free, and that this permit will result in driving the commission merchants out of business.

Your committee believes that the same argument applies to the storekeepers who are not commission merchants and have not the facilities of commission merchants, but who nevertheless are permitted to sell on the market in competition with them.

Moreover, for many years past the dealers have been permitted to sell produce from outside the state in competition with commission merchants, the major part of such produce having been purchased by the dealers from the commission merchants themselves.

While your committee realizes that the dealers are not subjected to the same expense as commission merchants, nevertheless it believes that the public market is conducted primarily for the benefit, not of one class of merchants, but of all the citizens of Rochester, and that free competition in sales upon the public market is in the best interest of all. We are convinced that the present ordinance places an unnecessary and unwarranted obstacle in the way of transient dealers; that if it were enforced, a considerable number of useful citizens would be deprived of a legitimate means of livelihood; that the amendment proposed is fair and all concerned. We therefore recommend its adoption.

Resolved: That the City Planning Commission shall and does hereby approve the employment of the services of Harland Bartholomew and associates as experts by the City Manager to prepare a comprehensive city plan and recommend the fixation of the compensation in a sum not to exceed \$50,000. Adopted unanimously.

Accordingly, I am recommending to you that the Council authorize our tentative arrangements to be made with Mr. Bartholomew and his associates.

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Improvement Costs Estimated for Use in Council Ordinances

Ordinance estimates for a number of local improvements were provided the City Council last evening by City Manager Stephen B. Story and the estimates made by Harold W. Baker, commissioner of public works, follow:

Road sewers, walks and grading, \$35,000; Elliott Place concrete pavement, walks and grading, \$3,800; Presque Street asphalt pavement and sewers, \$40,000; Shepler Street cinder pavement, \$2,750; Byers Court concrete pavement, \$1,600; Poplar Street asphalt pavement, \$21,500.

Public hearings were scheduled on all of the improvements but only in the Poplar Street project was there an appearance and that by a taxpayer who invited attention of the Council to a remonstrance against the improvement. Upon the favorable report of the Local Improvement Committee, read by Councilman Nelson A. Milne, chairman, the ordinance for Plymouth Avenue combined outlet sewer was adopted.

Councilman Flynn introduced an ordinance for the sprinkling of city streets for the season 1929 and it was referred to the Local Improvements Committee. Council Foulkes introduced an ordinance for asphalt pavements, sewers and side-pavement in Drexelwood Road, and Councilman Milne introduced an ordinance for a concrete pavement and sewer in Martin Street and Councilman Peake introduced an amendment to the Court Street asphalt pavement widening.

Councilman Milne filed a petition for a concrete pavement and sewer in Leroy Street, a concrete pavement in Hertel Street and a concrete pavement in Seneca Park circle. Councilman Peake filed a petition for a concrete pavement in May Street and a remonstrance against the improvement of Poplar Street.

City Clerk Thomas P. O'Leary filed a remonstrance against the classification in D district by property owners in East Avenue and vicinity and requesting classification in an E district. Councilman William D. Durnan filed a resolution for a concrete pavement in Clark Alley and also several resolutions authorizing the settlement of minor claims against the city and for several land purchases for municipal purposes. His resolution authorizing Corporation Counsel Clarence M. Platt to institute condemnation proceedings for the Florence Street opening was adopted.

Councilman Foulkes resolution repealing the Stuart Street concrete pavement ordinance was adopted, and Councilman Goodwin's resolution directing City Clerk O'Leary to advertise a hearing on an ordinance granting a permission for a bus line in Lyell Avenue was adopted and the hearing fixed for next Monday evening. His resolution grant permission to the Rochester, Lockport & Buffalo Coach Lines to operate in Lyell Avenue and Broad Street was referred to the Public Utilities Committee, of which he is chairman.

Councilman Milne resolution for walks in Lewiston Avenue was adopted, as was his resolution directing Clerk O'Leary to advertise hearings for Lighthouse Street closing.

Street market, from the Phoenix Mutual Life Insurance Company by the city for a consideration of \$40,000 is authorized in a resolution introduced in the City Council last evening by Councilman Nelson A. Milne and which was referred by Mayor Wilson to the Finance Committee for consideration. The building is to be used as a municipal warehouse for the storage of supplies and other materials that are purchased under a plan devised under the direction of City Manager Story for the centralization of purchases in the interest of economy.

The ordinance provides for the approval of the price asked by the insurance company, and an informal approval has already been given by Mayor Wilson, chairman of the Finance Committee. The property is in charge of George R. Raines, attorney for the company in Rochester, and consummation of the deal is expected after favorable report of the committee.

Council Disapproves Price Set on Land for Street Extensions

The price asked by Angelo Veniro and Tony Delesandro for two parcels of land required for the Clifton and Troup Streets extension was disapproved by report by the finance committee, read by Vice-Mayor Adler, and the ordinance embracing this finding was adopted by unanimous action.

Upon favorable report of the public works and engineering committee, read by Councilman Edward P. Flynn, chairman, permission was granted to Earl St. Clair to erect decorations in Main Street for the international convention of Rotary Clubs to be conducted in Rochester from May 7 to 11.

The resolution of Mayor Wilson, giving authority to Corporation Counsel Clarence E. Higgins to borrow \$47,000 for municipal land purchase, was referred to the finance committee, and the ordinance authorizing Purchasing Agent Wendel T. Andrews to have a pitometer survey of the city's water system accomplished without competitive bidding was adopted.

The resolution of Mayor Wilson authorizing City Treasurer James E. Kane to extend the time for payment for La Grange Avenue opening was adopted. Councilman Chester A. Peake's resolution repealing Fenwick Street paving ordinance was adopted, as was his resolution providing for a concrete pavement in Fenwick Street.

Council Moves To Use Street Widening Plan

The necessary procedure must be created to enable the city to take advantage of the legislation recently signed by Governor Roosevelt providing for city planning and the establishment of official maps is the purpose of step instituted last evening in the City Council by Vice-Mayor Isaac Adler.

The new state law permits title to map streets as a means of widening them and buildings cannot be constructed beyond the official map. This plan of widening thoroughfares has been tried successfully in a number of cities and eventually the streets are widened at no property costs to the municipality.

The reorganization of the City Planning Commission into a City Planning Board, two members of which are city officials, is provided under the state act, which was endorsed by the State Conference Mayors and Corporation Counsel Clarence M. Platt was instrumental in drafting and passage of the measure. The new planning board is to be a forward looking body to enable cities to relieve in part the problem of street congestion yet under a plan that does not saddle heavy expenditures on the taxpayers.

City Manager Stephen B. Story endorsed the plan and Mr. Platt acted in accordance with his direction in urging the passage of the legislation. Vice-Mayor Adler introduced last evening a resolution creating the Planning Board and granting powers to it, also a resolution relating to the City Planning Commission. Both were referred by Mayor Wilson to the Law Committee.

East Avenue in a district freed from apartment structures for at least a few years. Mr. Dwyer feels that there is opportunity to convince the city that apartment structures, of a high class, will be a benefit to the thoroughfare, and to the property owners, and his memorandum will be directed to these contentions.

Attending the conference, besides City Manager Stephen B. Story were Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee, Mayor Joseph C. Wilson, member of the committee, Vice-Mayor Isaac Adler, Harold W. Baker, commissioner of public works, Mr. Cassaber, Charles M. Munger, secretary of the Zoning Advisory Board, A. A. Hopeman, chairman, and Clarence Livingston; Howard C. Rupert, Charles Carpenter and Frank Fey, members of the Zoning Advisory Board, Corporation Counsel Clarence M. Platt, and a group of property owners, some of whom favored the construction of apartments, others of whom opposed letting down the restrictions regarding them.

ZONE SHIFT WOULD HELP, SAYS DWYER

East Avenue Would Benefit by High Class Apartment Building, Lawyer Thinks

OPPOSITIONS CONFIDENT

Attorney's Petition to City Will Fail To Get Change, Residents Believe

A memorandum to sustain his contention that it would be advantageous to the city, as well as to residents of East Avenue, to permit construction of apartment houses such as is contemplated at the southeast corner of East Avenue and Arnold Park will be filed with city officials by Eugene J. Dwyer, of the law firm of Sutherland & Dwyer. Mr. Dwyer, representing a group headed by George C. Gordon, attended a conference yesterday afternoon in the office of City Manager Stephen B. Story where the zoning regulations relating to the East Avenue district were discussed.

Mr. Dwyer said that the apartment which is under consideration by Mr. Gordon and his associates will represent an expenditure of approximately \$500,000. It will be of design resembling private dwellings in general effect, and will be constructed on a co-operative plan, with each tenant owning his own apartment. It is to be erected, if the city permits, on the former home of the late Frederick Cook, a structure now unoccupied.

Tentative Zone Map Made
For the purpose of the discussion there was available for the conference a map prepared by Walter H. Casabauer, which placed the entire East Avenue section, between Alexander Street and Upton Park, under the exemption of a small strip on both sides of North Goodman Street, to be classified as residential. This classification precludes the construction of multi-family structures.

It was planned to have only a strip of 200 feet on each side of East Avenue in this zoning classification, but the map was prepared for the purpose of construction and, while Mr. Dwyer declared it to be tentative, the only change it makes from the present E classification of the district is the line of lots on each side of Goodman Street, at a point about 1200 feet north of East Avenue, to Alexander Street.

If the tentative map prepared for the discussion yesterday prevails, it will enable Julius Lebowitz, who attended the conference yesterday with his attorney, Charles E. Beechford, to erect an apartment house on the site of the former home of Harold P. Brewster. The discussion involved a wide range of subjects relating to zoning in East Avenue and adjacent streets and, at the conclusion, the City Planning and Zoning Committee, city officials of East Avenue in a district freed from apartment structures for at least a few years. Mr. Dwyer feels that there is opportunity to convince the city that apartment structures, of a high class, will be a benefit to the thoroughfare, and to the property owners, and his memorandum will be directed to these contentions.

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B. R. & P. HAS NO COMMENTS ON CITY STAND

Vice-President Refuses To Discuss Local Opposition to Any Dismemberment of Road by I. C. C.

In the absence from the city of William T. Noonan, president of the Buffalo, Rochester & Pittsburgh Railway, Thomas F. Brennan, vice-president, refused today to make any comment on the action of city authorities and the Chamber of Commerce yesterday opposing any proposal for dismemberment of the railroad in plans for Eastern railroad consolidation.

In 1924 and 1925, there were some proposals that the New York Central Railroad take the northern part of the B. R. & P. while the Baltimore & Ohio take the southern part, it was said. It is against such a possible division or any other that the city and Chamber have taken their stand, declaring such action would seriously injure the transportation facilities of the city which are one of its outstanding advantages and reasons for past development.

In the Baltimore and Ohio application to the Interstate Commerce Commission last February proposing a consolidation, it suggested that the entire B. R. & P. become a section of its lines and declared that it had assurances from the B. R. & P. that its preferred and common stock might be acquired on a reasonable basis. It pointed to the close association between the two railroads for nearly 30 years and declared that the two lines were to a measure interdependent.

It was pointed out today that if the B. R. & P. became a part of the B. & O. system it would route much of the vast shipping of that section of the country through Rochester to the north and east dismemberment much of this shipping might go through Buffalo instead. Keeping the B. R. & P. as a single unit would also facilitate shipping to the south from the city, it was declared.

Since the application of the B. R. & O. last February, no statement has come from other railroads concerning the B. R. & P. and it may be that an agreement has been reached whereby the B. R. & P. is to go to the B. & O. it was indicated today.

Emphasis was laid on the fact that neither the City Council nor Chamber of Commerce opposed any particular application for dismemberment of the road but the general principle of it so that their action at this time was more in the nature of preparedness rather than to meet any specific question which has arisen in the last few months.

The fact that the people are taking this newer interest in the affairs of the city is a more significant thing than the actual accomplishments of the city manager government. Even if the management of the city were no better than under the old system, it would still be a tremendous gain to bring the people into actual participation in the conduct of its own affairs.

PICK FLETCHER TO BE HEAD OF PLANNING BODY

Edwin A. Fletcher was elected chairman of the newly-created Regional Planning Commission at an organization meeting today.

The chairmanship was first tendered to Henry T. Noyes, a member of the commission, but for personal reasons Mr. Noyes declined.

Donald S. Bayrows was elected vice-chairman. A number of recommendations and requests were formulated to submit to the Monroe County Board of Supervisors at their meeting tomorrow.

One of the promised advantages of the city manager form of government was a more intimate relation between the people of the city and their representatives at the City Hall. No one can deny that this closer relation was devoutly to be desired when the present administration went into office.

Now comes encouraging evidence that the promised reform has developed to such a degree that more room is needed in the Council chamber to accommodate the citizens who wish to participate in the weekly Council sessions. Not only are the people of the city more interested in the machinery of their city government, but they are learning that they have a real voice and that when properly articulated, it carries a real influence.

This feature alone is a very hopeful indication of the change that the city manager government has wrought. The political curtain that formerly hung between the taxpayers and the city officials has been pierced, swept aside. The public is coming to realize that what goes on in the City Hall is its direct concern, that it holds within its own hands the power to steer the course of government. With an awakened community conscious of its own responsibility and power, the city government is more truly representative of the people's wishes than ever before.

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STREET, CIVIC CENTER PLANS TO BE COMPLETED THIS YEAR; RAIL UNION TO BE OPPOSED

TO PROTECT CITY
Eastern Roads Combine
Thought Prejudicial
to Subway Use
ASK PLATT TO ACT
Council Empowers Him
To Take Case Before
Interstate Body

Intervention by the city to protect the subway transit railroad in the proposed consolidation of Eastern railroads, is authorized by a resolution introduced by Councilman Louis S. Foulkes last evening, and unanimously adopted by the City Council.

The resolution directs Corporation Counsel Clarence M. Platt to "move before the Interstate Commerce Commission for permission for the city of Rochester to intervene in the railroad consolidation proceeding, in order to protect the city of Rochester in the ownership and its interest in the operation of the transit subway and industrial switching railroad."

Believed Disadvantageous to City

Before the vote was taken on the resolution, Councilman Harry C. Goodwin asked Mr. Foulkes to explain the scope of the measure, so that he would intelligently cast his vote. Mr. Foulkes said that the Transportation act of 1920 provided for the consolidation of the Eastern railroads into several systems. The Baltimore & Ohio is to be the nucleus of one system, and under the plan under discussion the Buffalo, Rochester & Pittsburgh Railway way is to be dismembered. The section of the Buffalo, Rochester & Pittsburgh Railway from Pittsburgh to Buffalo is to be combined with the Baltimore & Ohio, and the section between Salamanca and Rochester is to go to the New York Central lines.

Mr. Foulkes said that it was the consensus of the transportation committee of the Chamber of Commerce, also of the trustees, that this was a disadvantageous move for the city, and that the Buffalo, Rochester & Pittsburgh Railway should be kept intact, giving Rochester a connection on the new system formed by the Baltimore & Ohio Railroad. He said that shippers located along the transit subway, as well as manufacturers who intended to establish plants along Rochester's industrial railroad, would have much better shipping facilities by their direct contact with the Baltimore & Ohio system through the lines of the Buffalo, Rochester & Pittsburgh Railway, reaching this city, and tapping the subway, and it would give shipping connections with the Pennsylvania Railroad and other railroads in the South and Middle West.

Would Conserve City's Interests

That the city had a vital interest in the consolidation by reason of its investment of a number of millions of dollars in the nine and one-half miles of industrial railroad, was the declaration of Councilman Foulkes and in answer to the inquiry from Mr. Goodwin as to what Mr. Platt could do before the Interstate Commerce Commission, he declared that he would outline the position of Rochester as a municipality with reference to the consolidation, in the expectation that the commission in its order would protect the interests of the city.

Unanimous approval of the resolution followed.

What Council Did Last Night

Business transacted by the City Council last evening included the following items:

Received communication from City Manager Stephen B. Story outlining negotiations with Harland Bartholomew for services in conjunction with preparation of city plan; reciting dates when separate studies into phases of the plan are to be completed under the arrangement and providing the council with the maximum expenditures the inquiry will entail. Ordinance to provide for payment was referred to Finance Committee.

Adopted by unanimous vote a resolution by Councilman Louis Foulkes providing for the intervention by city before Interstate Commerce Commission in proceedings for consolidation of Eastern Railroads for the purpose of protecting the interest of the city in the subway industrial railroad.

Received report from law committee, read by Vice-Mayor Isaac Adler, chairman, recommending freedom of competition in the Public Market. Unanimous adoption by Council of amendment to market ordinance removing restrictions on transient dealers followed.

Ordinance approving the purchase of the former property of the Broad Street market for a municipal warehouse at a cost of \$40,000 was introduced and was referred to finance committee.

Steps were initiated under the direction of Vice-Mayor Adler to enable city to take advantage of recently adopted state legislation with relation to city planning, providing for the creation of official map lines for streets, to make possible the widening of thoroughfares by the establishment of set-back lines, also for the reorganization of the City Planning Commission.

Received resolution fixing the compensation of Frank P. McKibben for expert services in conjunction with the construction of the new Smith Street bridge at 5 per cent. of the cost of the structure, payment to be made as the work progresses.

Transacted a large amount of routine business, relating to street improvements, land purchases, settlement of claims, and other municipal matters.

Bridge Engineer's Fee Set by City Council

Under the provision of an ordinance introduced in the City Council last evening by Mayor Wilson, the compensation of Frank P. McKibben for expert services in connection with the preparation of the plans and the construction of the Smith Street bridge is fixed at 5 per cent. of the cost of the structure. This is the customary professional fee for technical service and parallels that for engineering and architectural service in other type of construction, it was pointed out.

Mr. McKibben is a widely known bridge engineer and the city has engaged his services in preparation for the new bridge at Smith Street, which is the first major river bridge to be replaced by the city in a long period of time. Mr. McKibben's work advances under the provisions of the ordinance, which was referred to the Finance Committee for consideration.

COST LIMIT \$50,000
Pact of Bartholomew and Story Submitted at Council Session
EXPERT FEES SET
Budget Appropriation Will Care for 1929 Cost, Story Says

By HIRAM MARKS

Completion of the section of the city plan relating to major thoroughfares by Nov. 1 and the section concerning the civic center by Dec. 1 is provided in an agreement that has been arranged by the City Planning Commission through City Manager Stephen B. Story and Harland Bartholomew, according to a communication Mr. Story submitted last evening to the City Council.

The communication outlined the steps that have been taken by Mr. Story and Harold W. Baker, commissioner of public works, in conjunction with the City Planning Commission, for the purpose of setting into motion the machinery of the city plan, and the establishment of a city plan for Rochester.

Expects to Cost \$50,000

The compensation to be paid for the expert advice to be furnished by Mr. Bartholomew and his associates is scheduled in Mr. Story's communication and he points out that the expenditure is limited to \$50,000. Of this sum, Mr. Bartholomew, who is regarded as one of the foremost city planners in the world, and has been engaged by some of the largest cities in this country, is to receive \$16,500 to be paid in 30 monthly installments.

Definite dates are set forth in the agreement for the completion of the various sections in which the city plan survey naturally divides itself. The transportation plan is to be completed by July 1, 1930, and transit plan by April 1, 1931, and the final comprehensive plan is to be completed by April 1, 1931.

An ordinance providing for the payment of this compensation was referred to the Finance Committee made up of Mayor Joseph C. Wilson, Vice-Mayor Isaac Adler and Councilman Edward P. Flynn and a report on it will be made later.

Mr. Story outlines the per diem fees to be paid for the associates that Mr. Bartholomew will bring to Rochester to assist him in his work. While much of the preliminary work has been done by the city's engineering staff under the direction of Commissioner Baker, there remains a substantial amount of technical survey and checking and at the conclusion of Mr. Story's presentation of the communication, Vice-Mayor Adler asked the city manager whether it was possible to do the engineering work by the men already in the employ of the city.

Mr. Story said that this could not be completely accomplished as some of the men on Mr. Bartholomew's staff were specially trained in surveying, and that it was desirable for the preparation of a plan for Rochester. He said that the engineering personnel of this city was not sufficiently experienced in some elements of planning to enable the city to avail itself of such an arrangement as suggested by Vice-Mayor Adler but he declared the city was lending itself to that program as much as possible.

Councilman Harry C. Goodwin wanted to know whether the \$25,000 that was appropriated in this year's budget for city planning would apply on the appropriation, and Mr. Story said that it would and it would be sufficient in a large measure to pay for the expenditures for this year.

Following is that statement by Mr. Story outlining the steps that have been taken under the supervision of the City Planning Commission to bring about the engagement of Mr. Bartholomew and the actual work of starting the preparation of the city plan:

On April 9, 1929, the City Planning Commission passed the following resolution:

Resolved: That the City Planning Commission shall and does hereby request the City Manager and the Commissioner of Public Works to confer with Mr. Harland Bartholomew and to advise this Commission of the results of such conference. Mr. Bartholomew in connection with the preparation of a city plan. Adopted unanimously.

Pursuant to this resolution Mr. Baker and I conferred with Mr. Bartholomew concerning the arrangements for the employment of his organization in the city plan. A tentative contract has been prepared which appears to be satisfactory to both the city and Mr. Bartholomew. The general terms provide for compensation of \$16,500, to be paid in thirty monthly installments, and in addition per diem salaries and expenses as follows:

Associate city planners	\$35
Civil engineer	25
City designer	25
Artist	15
Draftsman, first class	10
Draftsman, second class	7
Field representative	15

Allowances for hotel and the expenses for the parties of the first part and assistants, including associate city planners, civil engineers, chief designer and artist, shall be at the rate of \$7.50 per day while in Rochester. The total cost is understood to be limited to \$50,000.

The city is to provide office space and the use of office equipment during the preparation of the plan.

Separate Plans Dated

The Bartholomew organization agreed to complete the sections of the city plan as follows:

Major street plan, Nov. 1, 1929
Civic center, Dec. 1, 1929
Transportation plan, April 1, 1930
Transit plan, July 1, 1930
Public recreation plan, Oct. 1, 1930
Zoning plan, Jan. 1, 1931
Final comprehensive plan, April 1, 1931

Following our discussion I reported our tentative arrangements to the City Planning Commission on April 22, as follows:

Pursuant to the resolution adopted by you on April 9, 1929, and after conferences with Harold W. Baker, Commissioner of Public Works, I have made a tentative arrangement with Harland Bartholomew and associates as experts by the City Manager to prepare a comprehensive city plan and recommend the fixation of the compensation in a sum not to exceed \$50,000. Adopted unanimously.

Accordingly, I am recommending to you that the Council authorize our tentative arrangements to be made in accordance with the arrangement with Mr. Bartholomew and his associates.

PUBLIC MARKET COMPETITION IN COUNCIL FAVOR

Ordinance Amendment Passed Allows Transient Dealers Full Rights of Market

That the public market is conducted primarily for the benefit, not of one class of merchants, but of all the citizens of Rochester, and that free competition in sales upon the market is in the best interest of all, is the finding of the Law Committee of the City Council read in a report last evening by Vice-Mayor Isaac Adler, chairman. Then the council unanimously adopted an amendment to the market ordinance giving transient dealers right to sell any produce on the market.

The report, signed by Vice-Mayor Adler and Councilmen Edward P. Flynn and Harry C. Goodwin, members of the Law Committee, points out that the present ordinance places an unwarranted obstacle in the way of transient dealers, who are distinguished from the commission men, in that they have no permanent structures abutting the market, and rent space, either by the year or by the day.

The matter was subject of a hearing, as the Law Committee outlined in its report, and, in addition, counsel for the commission men who advocated the limitation

of sales by transient men to New York state produce, and counsel for the transient dealers were in conference with the committee and furnished briefs. The report of the Law Committee, which settled the highly controversial question, which has resulted in much agitation before the City Council, is as follows:

Your Law Committee, to which was referred an ordinance introduced March 26 amending the market ordinance, respectfully reports that a hearing was held last evening in the Council chamber April 8, briefs have been filed with the committee by attorneys representing both the commission merchants and the so-called transient dealers, and our committee has held a long session attended by representatives of both parties as well as by others.

The purpose of the amendment is to allow transient dealers to sell on the public market produce other than that grown in the State of New York. Objection is made by the commission merchants that such a permit would result in unfair competition, their main argument being that they are subject to heavy expenses and taxes from which the transient dealers are free, and that this permit will result in driving the commission merchants out of business.

Your committee believes that the same argument applies to the storekeepers who are not commission merchants and have not the facilities of commission merchants, but who nevertheless are permitted to sell on the market in competition with them.

Moreover, for many years past the dealers have been permitted to sell produce from outside the state in competition with commission merchants, the major part of such produce having been purchased by the dealers from the commission merchants themselves.

While your committee realizes that the dealers are not subjected to the same expense as commission merchants, nevertheless it believes that the public market is conducted primarily for the benefit, not of one class of merchants, but of all the citizens of Rochester, and that free competition in sales upon the public market is in the best interest of all.

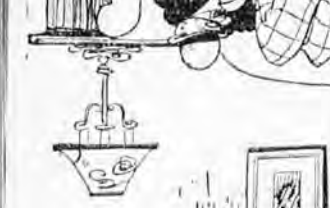
We are convinced that the present ordinance places an unnecessary and unwarranted obstacle in the way of transient dealers; that if it were enforced, a considerable number of useful citizens would be deprived of a legitimate means of livelihood; that the amendment proposed is fair and all concerned. We therefore recommend its adoption.

Improvement Costs Estimated for Use in Council Ordinances

Ordinance estimates for a number of local improvements were provided by City Manager Stephen B. Story and the estimates made by Harold W. Baker, commissioner of public works, follow: Crossfield Road sewers, walks and grading, \$35,000; Elliott Place concrete pavement, walks and grading, \$3,800; Presque Street asphalt pavement and sewers, \$40,000; Shepler Street cinder pavement, \$2,750; Byers Court concrete pavement, \$1,600; Poplar Street asphalt pavement, \$21,500.

Public hearings were scheduled on all of the improvements but only in the Poplar Street project were there any objections and that was the case with the other projects.

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The necessary procedure must be created to enable the city to take advantage of the legislation recently signed by Governor Roosevelt providing for city planning and the establishment of official maps is the purpose of an ordinance last evening in the City Council by Vice-Mayor Isaac Adler.

The new state law permits city to map streets as a means of widening them and buildings cannot be constructed beyond the setback line. This plan of widening thoroughfares has been tried successfully in a number of cities and eventually the streets are widened at no property costs to the municipality.

The reorganization of the City Planning Commission into a City Planning Board, two members of which are city officials, is provided under the state act, which was endorsed by the State Conference of Mayors and Corporation Counsel Clarence M. Platt was instrumental in drafting and passage of the measures. The new planning legislation on a statewide scope is intended as a forward looking step to enable cities to relieve in part the problem of street congestion, yet under a plan that does not saddle heavy expenditures on the taxpayers.

City Manager Stephen B. Story endorsed the plan and Mr. Platt acted in accordance with his direction in urging the passage of the legislation. Vice-Mayor Adler introduced last evening a resolution creating the Planning Board and granting powers to it, also a local law relating to the City Planning Commission. Both were referred by Mayor Wilson to the Law Committee.

Municipal Warehouse Purchase Authorized

The purchase of the building at Broad and Warehouse streets, formerly occupied by the Broad Street market, from the Phoenix Mutual Life Insurance Company by the city for a consideration of \$40,000 is authorized in a resolution introduced in the City Council last evening by Councilman Nelson A. Milne and which was referred by Mayor Wilson to the Finance Committee for consideration. The building is to be used as a municipal warehouse for the storage of supplies and other materials that are purchased under a plan devised under the direction of City Manager Story for the centralization of purchases in the interest of economy.

The ordinance provides for the approval of the purchase asked by the insurance company, and an informal approval has already been given by Mayor Wilson, chairman of the Finance Committee. The property is in charge of George R. Raines, attorney for the company in Rochester, and consummation of the deal is expected after favorable report of the committee.

Council Disapproves Price Set on Land for Street Extensions

The price asked by Angelo Veniero and Tony Delesandro for two parcels of land required for the Clifton and Troup Streets extension was disapproved, by report by Vice-Mayor Adler, and the ordinance embracing this finding was adopted by unanimous action.

Upon favorable report of the public works and engineering committee, read by Councilman Edward P. Flynn, chairman, permission was granted to Earl St. Clair to erect decorations in Main Street for the international convention of Rotary Clubs to be conducted in Rochester from May 7 to 11.

The resolution of Mayor Wilson, giving authority to Corporation Counsel Clarence E. Higgins to borrow \$47,000 for municipal land purchase, was referred to the finance committee, and the ordinance authorizing Purchasing Agent Wendel T. Andrews to have a pitometer survey of the city's water system accomplished without competitive bidding was adopted.

The resolution of Mayor Wilson authorizing City Treasurer James E. Kane to extend the time for payment for La Grange Avenue opening was adopted. Councilman Chester A. Peake's resolution repealing Fenwick Street paving ordinance was adopted, as was his resolution providing for a concrete pavement in Fenwick Street.

Council Moves To Up Street Widening Plan

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ZONE SHIFT WOULD HELP, SAYS DWYER

East Avenue Would Benefit by High Class Apartment Building, Lawyer Thinks

A memorandum to sustain his contention that it would be advantageous to the city, as well as to residents of East Avenue, to permit construction of apartment houses such as is contemplated at the southeast corner of East Avenue and Arnold Park will be filed with city officials by Eugene J. Dwyer, of the law firm of Sutherland & Dwyer. Mr. Dwyer, representing a group headed by George C. Gordon, attended a conference yesterday afternoon in the office of City Manager Stephen B. Story where the zoning regulations relating to the East Avenue district were discussed.

In the Baltimore and Ohio application to the Interstate Commerce Commission last February proposing a consolidation, it suggested that the entire B. R. & P. become a section of its lines and declared that it had assurances from the B. R. & P. that its preferred and common stock might be acquired on a reasonable basis. It pointed to the close association between the two railroads for nearly 30 years and declared that the two lines were to a measure interdependent.

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EXPERT ADVICE
 CLICHEE SERVICE
 PLANNING OF MONEY
 Business and Residential
Loans
 19 State St., Rochester, N. Y.
 Power Buildings
 Authorized Banked Agents

and members of the Zoning Advisory Board held an executive session regarding the matters that were brought out in the open meeting. A subsequent hearing before the City Council is expected before any definite action will be taken. The committee will consider Mr. Dwyer's memorandum.

Confident of No Change

Edwin C. Redfern and Clarence Moser, attorneys for a group of East Avenue residents, as well as those in adjacent streets, are confident that there will be no change in the apparent plan to keep the entire lower residential section of East Avenue in a district freed from apartment structures for at least a few years. Mr. Dwyer feels that there is opportunity to convince the city that apartment structures, of a high class, will be a benefit to the thoroughfare, and to the property owners, and his memorandum will be directed to these contentions.

Attending the conference, besides City Manager Stephen B. Story were Councilman Chester A. Peake, chairman of the City Planning and Zoning Committee, Mayor Joseph C. Wilson, member of the committee, Vice-Mayor Isaac Adler, Harold W. Baker, commissioner of public works; Mr. Cassabier, Charles M. Munger, secretary of the Zoning Advisory Board; A. A. Hopeman, chairman, and Clarence Livingston; Howard C. Rupert, Charles Carpenter and Frank Tey, members of the Zoning Advisory Board; Corporation Counsel Clarence M. Platt, and a group of property owners, some of whom favored the construction of apartments, others of whom opposed letting down the restrictions regarding them.

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house within that approach.

By the prosecution he was painted as a public officer who saw his duty clearly when approached by a contractor and did not hesitate to inform city officials of the illegal deal.

The defense labeled him a "cat's paw" and as a "pigeon."

He was convicted.

center, will be matter for a third public hearing.

Thompson Corporation, next low bidder. An injunction restrained award of the contract to the company.

Upton Park, under such conditions as are deemed reasonable by the Board of Appeals.

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COUNCIL DEFERS ZONE ORDINANCE VOTE FOR WEEK

What Council Did Last Night

Business transacted last evening by the City Council included the following matters: Postponed, after discussion in caucus, action on the new zoning ordinance until next Monday evening.

Referred to Finance Committee two ordinances authorizing Comptroller Clarence E. Higgins to return \$750,000 in overdue tax notes.

Found no opposition to operation of buses in routes including Mount Hope Avenue, Plymouth Avenue and Genesee Park Boulevard expressed at hearing held by Public Utilities Committee, with Councilman Harry C. Goodwin, chairman.

Adopted resolution by unanimous consent offered by Councilman Nelson A. Milne authorizing the employment of Rochester Park Band and Orchestra for 1929 season.

Received remonstrance from property owners in Mount Hope Avenue against apportionment of the cost of the asphalt resurfacing of that street, with the declaration that an inequitable charge is being made on abutting property.

Received ordinance introduced by Vice-Mayor Isaac Adler prohibiting, under more drastic provisions than existing, the distribution of samples of drugs, medicine, cosmetics, anything purporting to be a curative agency, but not relating to foodstuffs.

Appropriated \$3,000 from contingency funds for the G. A. R. Memorial Day expense.

Transacted a large volume of business, relating to municipal contracts, sale and purchase of lands for city purposes; settlement of claims and matters relating to local improvements.

Adler 'Suited' Part But the Law is Law

So Mayor Takes Charge at Council—Under Protest

Inmate courtesy of Mayor Joseph C. Wilson did not prevail last evening against the legal ruling of Vice-Mayor Isaac Adler and as a consequence a pleasantries by the mayor had to yield to a point raised by the vice-mayor. Mayor Wilson, accompanied by Councilmen Joseph L. Guzzetta and Nelson A. Milne, were guests at the dinner given last evening to Benjamin Giel, tenor of the Metropolitan Opera Company, and were late in reaching the councilmanic session.

In the absence of Mayor Wilson, the session was presided over by Vice-Mayor Adler. The three officials arrived when the business was well under way and Mayor Wilson sat at the end of the desks used by the councilmen. Vice-Mayor Adler beckoned to him to come up on the rostrum and take the gavel, but Mayor Wilson indicated that Vice-Mayor Adler should go ahead and preside and not disturb him. Although Vice-Mayor Adler is also a man of extraordinary courtesy in contact with others his legal training and parliamentary achievement is always in evidence, for he stood the proceedings and told Mayor Wilson smilingly that he wasn't sure that the attendance of the mayor, in the presence of the council, was obligatory to take up the program.

Vice-Mayor Adler was dressed in evening clothes for the opera and on leaving the rostrum George J. Nier, commissioner of safety, remarked to him that relinquishing his activity as mayor he ought also to give up the dignified clothes.

Divided Sentiment on Apartments in East Avenue Makes Delay

HEARING CALLED ON BLOSSOM ROAD Resurfacing Levy Plan in Mount Hope Ave. Brings Protest

By HIRAM MARKS

Consideration of the new zoning ordinance, which was scheduled for action last evening, was deferred by the City Council until next Monday evening.

A division of sentiment among the councilmen about the merits of the zoning as related to the exclusion of apartment structures from the East Avenue district, resulted in a decision to devote another week to consideration of the proposal before putting it to a formal vote.

Bicentennial Road Widening Protected
The Council heard objections to the Blossom Road widening ordinance, carrying an estimated cost of \$100,000; and at the request of Councilman Louis S. Foulkes in behalf of a number of property owners in his district who are included in the assessable area, the local improvement committee, through Councilman Nelson A. Milne, chairman, agreed to conduct a public hearing on the measure in the Council chambers at 7:30 o'clock Friday evening.

Property owners in Mount Hope Avenue presented a remonstrance against the asphalt resurfacing of the street at an estimated cost of \$67,000. William C. Barry said that the remonstrance outlined the views of the property owners against the assessment of cost 69 per cent. on the abutting property owners and 31 per cent. on the city at large. The petitioners felt that it wasn't equitable for the railroad to abandon their track and the property owners be required to pay for the pavement. William H. Gragen said that the property owners were willing to pay half the cost.

The remonstrance also opposed the granting of a franchise for the bus line unless there was a guarantee that good service would be maintained and that it would be continued indefinitely.

Hearing on Bus Lines

Later the public utilities committee, made up of Councilman Harry C. Goodwin, chairman, and Councilmen Joseph L. Guzzetta and William F. Durnan, conducted a hearing on the ordinance providing bus lines in Mount Hope Avenue, Plymouth Avenue and Genesee Park Boulevard, and there were no appearances, or objections, except that Mr. Gragen asked whether the buses could be run to Main Street, and Councilman Goodwin said that he would take this matter up with the company. The apportionment of the cost of the pavement between the city at large and the abutting property owners was again mentioned, and Mr. Goodwin held that this was a subject for the hearing before the Council and not before the utilities committee.

Mr. Gragen said in response to a question that the bus operation in Mount Hope Avenue, provided there was assurance that the service would not be discontinued later. The apportionment of the cost of the pavement will be ironed out by the local improvement committee. Another hearing on the resurfacing ordinance will be conducted next Monday night.

Objection to the extension of Whittier Park was presented by a property owner who said that a substantial part of the street, spoke in favor of it, saying that a fire hazard exists in the street and that the opening of the thoroughfare would relieve traffic congestion in Norton Street, especially on days when there is a ball game.

Upon the favorable recommendation of the local improvement committee, the Council passed ordinance for Crossfield road, sewers, walks and grading at an estimated cost of \$35,000; Shepler Street concrete pavement, \$2,750 and Byers Court concrete pavement, \$1,600. City Manager Stephen B. Story submitted ordinance estimates for local improvements furnished by Harold W. Baker, commissioner of public works, as follows: Drexel Road asphalt pavement, sewers and walks, \$11,000; Carling Road asphalt pavement, \$36,000; Emerson Park cinder pavement, \$2,100; Laurel Street concrete pavement, \$9,700; Elmwood Avenue asphalt pavement, walks and grading, \$39,000.

Upon the favorable report of the finance committee, the Council adopted ordinances fixing the compensation of Metcalf & Eddy for services relating to the sewage survey and for a compensation of Frank P. McKibben for the engineering survey in connection with the Smith Street bridge. Several land purchases and sales were recommended by the finance committee and approved by the Council.

Would Restrict Drug Samples
Vice-Mayor Adler presented an ordinance restricting the distribution of drugs and medicines by samples in the city. The new measure is broad in scope and includes anything that purports to be a curative agency or medicine. It does not relate in any way to foodstuffs, Corporation Counsel Clarence M. Platt explained.

Councilman Edward P. Flynn's ordinance authorizing Commissioner Baker to sell garbage grease without competitive bidding was sent to the finance committee.

By unanimous consent, the Council adopted an ordinance by Councilman Milne authorizing the hiring of the Rochester Park Band and orchestra for 1929 without competitive bidding.

Two ordinances authorizing Comptroller Clarence E. Higgins to return \$750,000 in overdue tax notes were referred to the finance committee.

Vote \$3,000 for Memorial Day
By unanimous consent, the Council adopted an ordinance by Mayor Wilson appropriating \$3,000 from the G. A. R. Memorial Day expenses.

A hearing was conducted on the application of the Rochester, Lockport & Buffalo Coach Line to enter the city, and no allegations were made concerning it. City Clerk Thomas P. O'Leary read a communication from Frederick R. Judson of the Tenth Ward protesting against taxes which he asserts the New York State Railways are in arrears, and against the relationship between the city and the Rochester Exposition Association; and mentioning also the attitude of the district-attorney's office toward the city.

Councilman Foulkes submitted a local improvement ordinance for Stuart Street concrete pavement; Councilman Milne filed ordinance amending the ordinance for a concrete pavement, sewers, and walks in Canton Street; amending the Rockview Terrace ordinance for concrete pavement, sewers, and walks; also ordinance for macadam pavements in Glenholme Road, Langford Road, Bernice Street; concrete pavement and sewer in Peace Street; concrete pavement, walks, and sewer in Buffalo Road and concrete pavement in Victoria Street.

Councilman Foulkes filed a remonstrance against ordinances for a pavement in Elliott Place. Councilman Durnan filed a petition for a pavement in Duke Street.

City Clerk O'Leary filed a petition from a group of property owners in the vicinity of Monroe Avenue and Canterbury Road for the maintenance of an adequate subway entrance at Canterbury Road.

FINISH ROLL OF WAR DEAD FOR PLAQUE

American Legion Committee Asks Public Aid To Make List Correct

DEDICATION ON JULY 4

Toll of 669 in City, County Taken Before July 2, 1921, Compilation Discloses

The list of men and women of Rochester and Monroe County who died in the World War service or as the result of such service on or before June 2, 1921 has been compiled by the city historian's office in conjunction with the American Legion Committee and unless any errors are disclosed the tablet to be erected on the City Hall on July 4 will contain the names as published below.

The committee made up of George G. Miller, chairman, Charles A. McNamara, Louis M. Kastner and Frank Frey is anxious to hear from any person who can make a correction or add a name that may have been omitted. Completion of the names required and the committee feels it is as near accurate as can be made, unless some suggestion comes from the public.

Through the co-operation of City Manager Stephen B. Story the contract for the memorial dedication of Independence Day will be attended with appropriate ceremonies. The list shows that there were 669 dead from Monroe County, and the Gold Star list includes 548 who served in the army; 65 in the navy, 46 in the marines, 5 nurses and 5 civilians. There were 62 persons who died between the date of their discharge and July 2, 1921.

Following is a statement by the American Legion Committee:

"The following roll of honor contains the names of men and women of Rochester and Monroe County who died in World War service or as a result of such service on or before July 2, 1921. This list is as near accurate as the city historian's office is able to make it, and is in accordance with the resolution of the County Committee of Monroe County, American Legion, Exposition Association, and the City of Rochester, that the tablet to be erected contains the names of residents of Monroe County who died on or before July 2, 1921—the date of the signing of the Peace Treaty—as a result of service while a member of the armed forces of the United States during the period of hostilities; or, being a citizen of the United States, as a result of service with the Allies of the United States, as a result of service while a civilian in organizations assisting the members of the armed forces, such as The American Red Cross, the Young Men's Christian Association, Salvation Army, Knights of Columbus, Jewish Welfare Board, or a similar organization.

This is the final list that will be published and the committee is desirous of having it absolutely correct. Any omissions in names or in the spelling of names should be brought to the attention of the committee. Communications can be addressed to the committee at Lehigh headquarters, 34 Court Street, Rochester, New York. The co-operation of all citizens of Monroe County is sincerely requested."

OFFICER WHO TOOK 2 TREES LOSES LEAVE

Lanson Admits Taking Shrubs from Durand-Eastman Park; Is Deprived of Furlough

THOUGHT LAND WAS WILD

Nier Extends Clemency to Policeman with Family, Record of Diligence

After pleading guilty before George J. Nier, commissioner of public safety, yesterday afternoon to a charge of conduct unbecoming an officer, Patrolman Richard Lanson was deprived of his furlough of 15 days this year. Lanson admitted pulling two shrubs from the ground at Durand-Eastman Park on the morning of March 27.

He told Commissioner Nier that it was a pleasant morning and he was driving home with Officer Loren Halley, who lives in the northeastern section of the city. He said that he believed that there were many small shrubs and he thought that two of them would enhance a house he had just bought for his wife and two small children.

He declared that he believed that the shrubs were growing in a field and he thought that he was pulling them from the ground, believing that he wasn't on park property. When the watchman, Harry Slack, came upon him he threw the shrubs from his car out on to the ground.

Slack said that was substantially what happened. Lanson had no tools for digging shrubs, according to a statement Commissioner Nier obtained. Lanson's superior officers said that during his service on the department he has been an exceedingly diligent and good officer. Commissioner Nier gave him a reprimand and said that in view of the circumstances, his excellent service record, and his wife and two small children, he would deprive him of his furlough this year.

WOULD SAVE PROUD HEAD OF PINNACLE

Decapitation Menaces Hill, Mrs. Wells Says in Appeal to Councilman Goodwin

ASKS THAT CITY BUY IT

Suggests Park and Future Reservoir Site; Goodwin Will Act in Council

A resolution authorizing the city to acquire Pinnacle Hill for park purposes also as the possible future site for an artificial reservoir may be required if the city grows as it has in the past, will be introduced in the City Council next Monday evening by Councilman Harry C. Goodwin.

A communication was received by Councilman Goodwin from Mrs. Anna Brewster Wells, active in civic affairs, in which she outlines a number of reasons why it is advantageous for the city to acquire Pinnacle Hill. Mrs. Wells writes that development activities are going on adjacent to the Pinnacle, and she believes that the city hill inside of the city, still in its natural state, should be retained as a playground.

Agrees with Suggestions
Councilman Goodwin said that he was heartily in accord with Mrs. Wells' suggestions, and he will present the resolution that will enable the city to acquire the property, if the council takes favorable action.

As a member of the City Council, I would call to your attention certain facts about the Pinnacle Hill about which I talked to you in the "phone this morning," Mrs. Wells wrote.

"There is digging going on at northeast end of the hill adjacent to the Pinnacle. Home property is quite plain and there is a road being constructed up the slope of the hill from Pineville Road at Alliance Avenue.

Says Hill to Be Decapitated
There has been a good deal of street as well as apprehension among the nearby residents as to what is being done. Only yesterday we learn the following: This property is owned by Maude G. Heckman, of 225 1/2 S. Street, in partnership with another in West Henrietta. I am informed they own the crest of the hill to the tower (Coast and Geodetic Survey, Washington, D. C.) from the Hillside Home and the slope on the north side down to Pinnacle Road.

"They wish to develop this high land into fifty building lots as I am informed which will later be put on the market, and to that end are contemplating leveling the hill to the extent of fifty or sixty feet off the top after they have finished the driveway which is now under construction. It appears that the very valuable building and construction land which is in this hill in large quantities is being given away to some development company in the south part of the city for the cartage furnished.

"These facts were verified over the phone last evening—at least most of them.

"Now, as property owners nearby, as well as citizens, we protest against the use of this hill in this manner."

"One has only to live nearby to realize this. Scores of young people and children range over his hill every Saturday and Sunday—even horseback riders use it."

"Why let this last beauty spot of a hill for many miles be spoiled in this way? It is a valuable land slip for future generations."

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CHARLOTTE EXCHANGE STATIONS MENACED

Attempts to bomb two police stations near midnight and explosion of a third bomb two hours later in Prospect Street resulted today in suspension of two Sixth Precinct policemen, alleged to have been implicated.

Those suspended are:

Albert Bryan, No. 21 Lacer Street. John Yurgalis Jr., No. 560 Norton Street.

Bryan attempted to resign in the midst of investigation of the bombing episodes by Police Chief Kavanaugh, but his resignation was not accepted.

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EXPERT SHOWS TRAFFIC ILLS

Rochester is one of the few cities in the United States with a traffic regulation forbidding downward right turns. Dr. Miller McClintock, director of the Erskine Bureau of Traffic of Harvard University, told a business group at the Chamber of Commerce at noon today.

Banning of left turns he said was generally approved in all cities with serious traffic problems.

Mr. McClintock would not attempt to suggest a program of traffic problems, until an engineering survey had been made. If operation of city officials could be obtained, it was believed the group which invited Dr. McClintock to Rochester would ask for such a survey.

BUSINESS FINANCES

In most of the cities where such surveys have been made by the Erskine Bureau, Dr. McClintock said, business interests had financed them.

Dr. McClintock spoke to traffic committees of the Rochester Engineering Society, New York State Highway officials, Rochester Telephone Corporation engineers and the Chamber of Commerce.

He was brought to Rochester primarily to pass on the banning of right turns at the State and Exchange Streets, St. Paul Street-South Avenue and Clinton Avenue North and South intersections of Main Street, which nearby merchants complained harmed their businesses.

FAVORS RIGHT TURNS

In the brief history of the Erskine Bureau, traffic surveys have been made in Los Angeles, San Francisco, Chicago, Boston, Providence and New Orleans. It furnished the foundation of a traffic code for the whole of Massachusetts, he said.

Dr. McClintock made a study of traffic conditions at the Four Corners and at the St. Paul Street and Clinton Avenue intersections of Main Street before speaking at the Chamber of Commerce, and from what he observed in other than rush hours he said the ban on right turns was hardly justified.

But before making a final decision he said a study of signal operations, parking generally, automobile traffic, as well as the movement of pedestrians in rush hours would be necessary.

Too Much City Cash Tied Up

Taxpayers Should Welcome Any Feasible City Plan to Collect Assessments More Rapidly

Everyone is interested in taxes—directly or indirectly. They are as intimate and personal, and as certain, as the visit of the old gentleman with the scythe.

Therefore, the study by City Manager Story and Comptroller Higgins to devise a means for speeding up the collection of assessments for such local improvements as pavements and sewers touches a subject that affects all.

Eleven million dollars is on the city's books, due for treasury and which it now needs for other improvements. That is a very large sum to be tied up in them.

Undoubtedly, too long a period elapses between the time improvements are finished and that on which the city presents its bill. Possibly, too, the minimum length of time allowed for completing payments might be decreased.

For "easy payments," which allow interest to accumulate until the original bill is nearly doubled, are not easy, after all.

If a way can be found to secure the repayment, with reasonable money can be used by the city to finance other improvements in a sort of endless chain process.

Better times for all, with plenty of money with which to pay off the assessments rapidly, would be the most certain remedy. But a good deal can be done through modernizing methods. And the people will wish the city manager and comptroller success in doing that.

May 9
on index in
front of book



There's Some Talk of Keeping Jack Dunn in an Iron Cage

JOURNAL AND POST EXPRESS SPORTS



BRITISH GOLFERS ROUTED IN CUP MATCHES

AMERICANS WIN FOUR CONTESTS

By Associated Press
CHICAGO GOLF CLUB, Chicago, Aug. 31.—Having won a sweeping victory in the four-somes and needing only two and one-half points out of eight in the singles matches, the American Walker Cup team today faced what seemed an easy task to retain possession of the trophy which they have never lost since it was offered for international competition in 1921.

It is true that the defenders did not start with great promise. In fact, it looked during the first eighteen holes of the four-somes as though the British team would win half of the four points at stake. Even at the midday adjournment, one of the American pairs was one down, while only one had a commanding lead. But the tide soon changed in the afternoon and all four matches were won by comfortable margins.

CALL IN RESERVES
So soundly were the Britons trounced that they called in both their alternates for the eight single thirty-six hole matches. This ended the contest, G. N. C. Martin and R. H. Hardman replacing John Beck and Dr. A. R. MacCallum. It is the first time that the Americans have taken all the points in the four-somes.

Lightning almost struck the American players in final practice Wednesday and golf lightning surely struck the Britons yesterday, nothing short of an earthquake or tidal wave apparently can swing the victory to the invaders, who would have to win six singles matches and have another to count the choice of America's golfers.

The golf was not so scintillating in the first battle, except that Captain Bobby Jones of the American team and Chick Evans, his partner, got going on the last six holes and scored five 3's, three of them birdies, to defeat Major C. O. Hazlet and W. L. Hope, 5 and 3.

TIGHT STRUGGLE
There was also the second round of Francis Outmet and Jimmie Johnston, who took only thirty-four strokes on the one nine and then clinched their victory over T. A. Torrance and Eustice Storey, 4 and 2, by shooting an eagle 3 on the 57 yard sixteenth, where Johnston sent home a 220 yard spoon shot dead to the hole.

This American pair had one of the hardest struggles, being the only ones down at the end of the morning round, and seeing a 3 up lead at the end of twenty-seven holes slip away from them on the next three greens. But they took the next four in a row in two under par and got their eagle as a climax while their opponents were trying to knock down a tree with a golf ball and used up half a dozen strokes before they could even get a shot for the green.

The most surprising American victory was that of Roland Mackenzie and Watts Gunn. They started poorly and lost the first four holes to John Beck and Dr. A. R. MacCallum. They were still 3 down at the ninth, but finally squared at the thirteenth and became 2 up at the end of the first round, largely because the Britons took 45 strokes on the in nine.

EASY GOING
After losing the first hole of the second round, their troubles were over, for they found the invaders still wild to the extent of 44 strokes on the third nine, became 5 up at the three-quarter post and won, 7 and 5, by scoring par on the last four holes, including a birdie 2, the only duce of the day, when MacKenzie on the last hole pitched five feet from the pin and Gunn sank it.

The fourth match was never in doubt after the third hole. George von Elm and Jess Sweetser scored 73 in the forenoon and became 7 up on T. P. Perkins, British champion, and Dr. William Tweddell, captain of the invading team.

The Americans slipped a trifle in the second circuit, but won, 7 and 6, despite their mediocre golf. In today's thirty-six hole single matches, the pairings were: Perkins and Jones, Tweddell and Von Elm, Hazlet and Outmet, Hope and Sweetser, Storey and Johnston, Torrance and Evans, Hardman and Gunn, Martin and Mackenzie.

Golf Invaders Turned Back



Members of the British Walker Cup team found the going a bit rough yesterday at Chicago in the opening matches for the trophy emblematic of international amateur golf team supremacy, the Americans making a clean sweep in the two ball four-somes. The Britons, from the left, standing: Thomas Torrance, Henry Cullen, manager; C. O. Hazlet, W. L. Hope, Dr. William Tweddell, captain; Thomas Perkins. Sitting: A. R. MacCallum, R. H. Hardman, G. N. C. Martin and John B. Beck.

TENNIS RIVALS ALL EVEN

By Associated Press
BROOKLINE, Mass., Aug. 31.—Jacques Brugnon of France, today was slated to receive the concentrated attention of George M. Lott Jr. and John Hennessy, two young Americans who are determined to keep him and his more skillful partner, Henrie Cochet, out of the final round of the national tennis doubles tournament on the courts at the Longwood Cricket Club.

These four players, considered to be the best doubles teams in France and the United States, were decked out with two sets and four games all last night when darkness forced them to quit. They then agreed to replay the semi-final match this afternoon to decide which pair will meet Gerald Patterson and Jack Hawkes of Australia, in the title match tomorrow.

ANZACS IN FINAL
Hawkes and Patterson gained the final round yesterday for the second time in three years at the expense of Johnnie Van Ryn and Wilmer Allison, the second seeded American pair.

During yesterday's match, Lott and Hennessy had rare success when they directed a lobbing attack at Brugnon, who usually returned their easy strokes out of bounds or in the net. Brugnon's inability to handle this sort of strokes gave the Americans many points and a number of games.

The American winning streak, however, was abruptly ended when Cochet broke down the lobbing attack by dashing to Brugnon's assistance and turning the slow stroke into placements with deadly accuracy.

Besides trying to prevent an all-foreign final round, Lott and Hennessy will also be called upon to uphold the traditions of American tennis, for no French team has appeared in a final match since the national doubles play was started, some forty-odd years ago.

SCHEDULE OF PLAY
When this playoff is out of the way, the path will be clear for the semi-final matches in the national mixed doubles tourney in which both Lott and Hennessy are entered.

Hennessy is paired with Helen Jacobs, runner up to Helen Wills in last week's national women's singles tourney, and they have to defeat Mrs. F. J. Mallory, New York, and Harry Hopman, Australia, to compete in the semifinals against Edith Cross of California, and E. F. Moon of Australia.

Helen Wills and Jack Hawkes have qualified for the semi-final round and will meet the winners of the third round match between Lott and Penelope Anderson of Richmond, Va., and Marjorie Morrill, Boston, and Jean Borotra, France.

Fifty Entries in Olean Tank Meet
OLEAN, Aug. 31.—More than fifty entries have been made in the city championship swimming meet to be held here Saturday in the municipal pool in War Veterans' Park. It was announced today by the committee in charge of the program.

Webber Entry Winner at Hamburg

HAMBURG, Aug. 31.—Treagle, owned by William Webber of Rochester won the 2:16 trot on yesterday's race program at the fair grounds tract. Treagle, a black mare, was driven by Arthur Haslip of Hilton. She won the first two heats and finished third in the other.

There were two Buffalo Road Drivers stakes, Frank Childester winning the 2:20 stake trot and Lee Star the three year old trot.

Summary:

Road Drivers, 2:10 Stake, Pace	Driver	Time
1st	Treagle, W. Webber	2:16
2nd	Star, L. Star	2:18
3rd	Star, L. Star	2:20

Leading Hitters in Major Leagues

Player	Clubs	G	A	R	H	R	E	P
Hernandez	Boston	103	282	78	138	381	1	1
P. Wagner	Pitts.	125	362	118	187	251	1	1
Fraser	Pitts.	125	362	77	163	258	1	1
Lindstrom	N. Y.	113	304	75	175	347	1	1
Griffith	Bos.	102	277	69	162	342	1	1
Leahy	year ago today	P. Wagner						

Tenorio To Meet with Jack Brady

SYRACUSE, Aug. 31.—Lope Tenorio, the wallowing Philippine, and Jackie Brady, Syracuse lightweight, tangled in a ten round bout that will feature Matchmaker Joe Neely's card at the Arena tonight.

It appears that Jackie, an ambitious as he may be, has taken a man sized job on his hands as Lope has victoriously over such boys as Joe Lawless and Bruce Flowers. Bucky Lawless of Auburn will battle Larry Maranucci, Albany welterweight, in the ten round semi-final.

Yesterday's Home Runs

Player	Clubs	Home Runs
Ruth	Yankees	4
Williams	Phillies	4
Griffith	Bos.	4

CALL FOR GRIDDERS

LEWISBURG, Pa., Aug. 31.—(NS)—The 1923 gridiron squad of Bucknell University will report for practice here September 3. It was learned today. Prospects for a successful season are bright as several veterans are expected to return this fall.

EASTERN CLUBS HUMBLE LEAFS

By FRED TURBYVILLE
Perhaps Bill O'Hara will be glad when the last of the Southern invaders pulls his freight and says good bye for another year. For the Leafs have done none too well against the four clubs of the South. Newark is the only club the Leafs could win from.

Both Jersey City and Reading have been very troublesome to the Leafs. The Black Cats of Jersey came right into Bill O'Hara's yard to beat him time and again.

THE ORIOLES TURN
Early in the year the Leafs handled Baltimore easily. But in the last trips to Baltimore, the Leafs have not won a game. The best they could do was to tie when they had to quit and catch a train.

Including the games played Sunday the Leafs have managed a mark of only 5:11 against the clubs of the South while the Leafs played 5:51 ball against Buffalo, Rochester and Montreal.

The Leafs have beaten Buffalo 10 to 9, Rochester 9 to 6, and Montreal 8 to 7.

But if O'Hara looks forward to more plunking with his neighbors he may be fooled. The neighbors in two instances have become scrappy. Buffalo is playing its best ball of the year. Rochester is making up for lost ground now. Montreal is about the same in disposition.

O'Hara may handle Montreal and Rochester to suit his purposes for he beat Rochester when the Red Wings were at their best. But with Buffalo he is facing probably the strongest club in the league.

COSTLY FAILURE

After the chase got well under way the Leafs have been out of first three times. Twice Rochester won the three and for a day the Orioles were sitting pretty. Rochester's failure to beat Toronto, or even hold the Leafs even has taken considerable from the standing of the Red Wings.

In fifteen games played the Leafs have won in nine against Buffalo the Leafs won ten and lost nine and against Montreal won eight and lost seven.

Playing the clubs of the South the Leafs have held Baltimore even nine and nine, won nine and lost eleven with Reading, won eleven and lost thirteen with Jersey City and won fourteen and lost eight with Newark.

Thayer Drives Two Winners

PENN. YAN, Aug. 31.—Horses driven by George Thayer of Rochester took first money in both of the races at the Yates County Fair yesterday with My Man of the Republic stakes, winning in the 2:17 pace, and Cuban Burns of the Wilson Siring of Rochester, winning the 2:25 pace.

A'S HAVE EDGE ON WESTERNERS

By Associated Press
NEW YORK, Aug. 31.—East is king in the American League and West is king in the National, so far as the inter-sectional games in the major circuits are concerned. But it begins to look as though the two shall meet in the world series.

The slump of the New York Giants in the last ten days has all but eliminated the chances of an eastern club representing the senior circuit in the post season games. The composite records of the inter-sectional games show the Athletics of the American League continuing their supremacy among the sixteen major league teams in batting the clubs from the opposite side of the circuit.

Connie Mack's boys have won fifteen games and lost seventeen of their 32 with the western quarter of the American League, giving them an average of .730. Their position, however, has been challenged by the fast traveling Pirates of the National League. In the last series, Pittsburgh boosted its figures to fifty victories against twenty-four defeats for an average of .676.

In the American League, the eastern quarter has won a total of 144 games to 122 for the western quarter, while in the National League the margin is much wider in favor of the western clubs, whose combined victories total 155 to the sea-board clubs' 109.

The composite records of the inter-sectional series to date follow:

AMERICAN LEAGUE				NATIONAL LEAGUE			
W.	L.	P.	PC.	W.	L.	P.	PC.
10	24	21	720	10	24	21	720
10	24	21	720	10	24	21	720

AMERICAN LEAGUE
W. L. P. PC.
Bos. 10 24 21 720
N. Y. 10 24 21 720
Phila. 10 24 21 720
Pitts. 10 24 21 720
St. L. 10 24 21 720
Cleveland 10 24 21 720
Detroit 10 24 21 720
Chicago 10 24 21 720
Totals 104 244 210 7200

NATIONAL LEAGUE
W. L. P. PC.
Pitts. 10 24 21 720
St. L. 10 24 21 720
Cleveland 10 24 21 720
Detroit 10 24 21 720
Chicago 10 24 21 720
Totals 104 244 210 7200

Flyweight Champ in Action Tonight

NEW YORK, Aug. 31.—(P).—Izzy Schwartz, the New York State Athletic Commission's flyweight champion of the world, seems to be making a habit of risking his crown.

He takes on Frisco Grande, the Buffalo Philino, in a fifteen round titular match at Long Branch, N. J., tonight.

Schwartz has appeared in a number of championship matches since he won the title, so far as the state commission is concerned, by defeating Newsboy Brown at Madison

Soccer Practise Opens at West Point

WEST POINT, Aug. 31.—(P).—Soccer practise started here yesterday for the Army team with sixty candidates reporting to Coach Ray Marchand. In addition to the sixty upper class aspirants for the varsity team, forty plebes reported for the "C" squad, out of which the plebe team will be formed. The plebe team, so far as no regular games scheduled.

Cardinals Pick Two Players from Bush

ST. LOUIS, Aug. 31.—(NS)—Two players in the Southwestern Iowa tournament today are signed up with the St. Louis Cardinals. They are Dode Pezdirtz, of Omaha, a third baseman, and Gayle Canton of Virginia, Minn., a pitcher.

Order NOW!

EAGLE 120

3 lb. can Now 75c

MALT SYRUP

Gives Real Satisfaction

WE DELIVER—MAIN 8190

EAGLE SUPPLY HOUSE

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Eagle 120 Malt Is Best

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Pay Only \$1 Down

Reliable Furniture Co.

WIN FOUR CONTESTS

By Associated Press

CHICAGO GOLF CLUB, Chicago, Aug. 31.—Having won a sweeping victory in the four-somes and needing only two and one-half points out of eight in the singles matches, the American Walker Cup team today faced what seemed an easy task to retain possession of the trophy which they have never lost since it was offered for international competition in 1921. It is true that the defenders did not start with great promise. In fact, it looked during the first eighteen holes of the foursomes as though the British team would win half of the four points at stake. Even at the midway adjournment, one of the American pairs was one down, while only one had a commanding lead. But the tide soon changed in the afternoon and all four matches were won by comfortable margins.

CALL IN RESERVES

So soundly were the Britons trounced that they called in both their alternates for the eight single thirty-six hole matches that end the contest. G. N. C. Martin and R. H. Hardman replacing John Beck and Dr. A. R. MacCallum. It is the first time that the Americans have taken all the points in the foursomes.

Lightning almost struck the American players in final practice Wednesday and golf lightning surely struck the Britons yesterday, nothing short of an earthquake or tidal wave apparently can swing the victory to the invaders, who would have to win six singles matches and have another to conquer the choice of America's golfers.

The golf was not so scintillating in the first battle, except that Captain Bobby Jones of the American team and Chick Evans, his partner, got going on the last six holes and scored five strokes better than the Britons, to defeat Major C. O. Hazlet and W. L. Hope, 5 and 3.

TIGHT STRUGGLE

There was also the second round of Francis Oulmet and Jimmie Johnston, who took only thirty-four strokes on the out nine and then clinched their victory over T. A. Torrance and Eustice Storey, 4 and 2, by shooting an eagle 3 on the 527 yard sixteenth, where Johnston sent home a 220 yard spoon shot dead to the hole.

This American pair had one of the hardest struggles, being the only ones down at the end of the morning round, and seeing a 3 up lead at the end of twenty-seven holes slip away from them on the next three greens. But they took the next four in a row in two under par and got their eagle as a climax while their opponents were trying to knock down a tree with a golf ball and used up half a dozen strokes before they could even get a shot for the green.

The most surprising American victory was that of Roland Mackenzie and Watts Gunn. They started poorly and lost the first four holes to John Beck and Dr. A. R. MacCallum. They were still 3 down at the ninth, but finally squared at the thirteenth and became 2 up at the end of the first round, largely because the Britons took 45 strokes on the in nine.

EASY GOING

After losing the first hole of the second round, their troubles were over, for they found the invaders still wild to the extent of 44 strokes on the third nine, became 5 up at the three-quarter post and won, 7 and 5, by scoring par on the last four holes, including a birdie 2, the only dence of the day, when Mackenzie on the last hole pitched five feet from the pin and Gunn sank it. The fourth match was never in doubt after the third hole. George von Elm and Jess Sweetser scored 73 in the forenoon and became 7 up on T. P. Perkins, British champion, and Dr. William Tweddell, captain of the invading team.

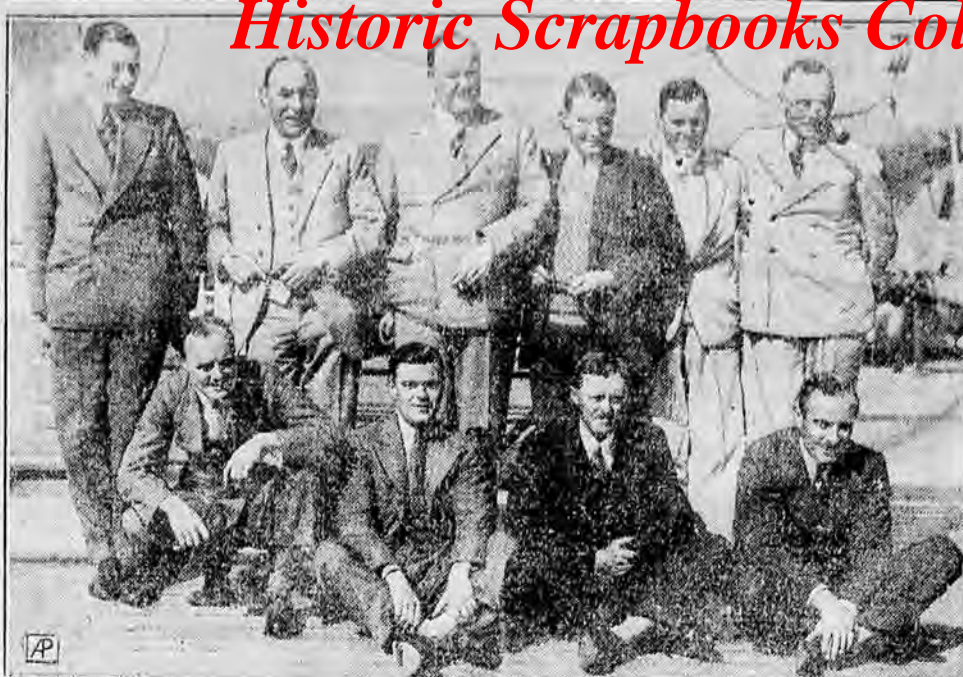
The Americans slipped a trifle in the second circuit, but won, 7 and 6, despite their mediocre golf.

In today's thirty-six hole single matches, the pairings were:

Perkins and Jones, Tweddell and Von Elm, Hazlet and Oulmet, Hope and Sweetser, Storey and Johnston, Torrance and Evans, Hardman and Gunn, Martin and Mackenzie.

Batavia-Akron in Rubber Encounter

BATAVIA, Aug. 31.—The Doehler-Batavia baseball line will meet Joe Poody's Akron Indians at Austin Park tomorrow afternoon. The Indians were runners-up in the Tri-County League, losing the deciding contest to Lockport.



Members of the British Walker Cup team found the going a bit rough yesterday at Chicago in the opening matches for the trophy emblematic of international amateur golf team supremacy, the Americans making a clean sweep in the two ball foursomes. The

Britons, from the left, standing: Thomas Torrance, Henry Cullen, manager; C. O. Hazlet, W. L. Hope, Dr. William Tweddell, captain; Thomas Perkins. Sitting: A. R. MacCallum, R. H. Hardman, G. N. C. Martin and John B. Beck.

TENNIS RIVALS ALL EVEN

By Associated Press

BROOKLINE, Mass., Aug. 31.—Jacques Brugnon of France, today was slated to receive the concentrated attention of George M. Lott Jr. and John Hennessy, two young Americans who are determined to keep him and his more skillful partner, Henrie Cochet, out of the final round of the national tennis doubles tournament on the courts at the Longwood Cricket Club.

These four players, considered to be the best doubles teams in France and the United States, were deadlocked with two sets and four games all last night when darkness forced them to quit. They then agreed to replay the semifinal match this afternoon to decide which pair will meet Gerald Patterson and Jack Hawkes of Australia, in the final match tomorrow.

ANZACS IN FINAL

Hawkes and Patterson gained the final round yesterday for the second time in three years at the expense of Johnnie Van Ryn and Wilmer Allison, the second seeded American pair.

During yesterday's match, Lott and Hennessy had rare success when they directed a lobbing attack at Brugnon, who usually returned their easy strokes out of bounds or in the net. Brugnon's inability to handle this sort of strokes gave the Americans many points and a number of games.

The American winning streak, however, was abruptly ended when Cochet broke down the lobbing attack by dashing to Brugnon's assistance and turning the slow shots into placements with deadly accuracy.

Besides trying to prevent an all-foreign final round, Lott and Hennessy will also be called upon to uphold the traditions of American tennis, for no French team has appeared in a final match since the national doubles play was started, some forty-odd years ago.

SCHEDULE OF PLAY

When this playoff is out of the way, the path will be clear for the semifinal matches in the national mixed doubles tourney in which both Lott and Hennessy are entered.

Hennessy is paired with Helen Jacobs, runner up to Helen Wills in last week's national women's singles tourney, and they have to defeat Mrs. F. L. Mallory, New York, and Harry Hopman, Australia, to compete in the semifinals against Edith Cross of California, and E. F. Moon of Australia.

Helen Wills and Jack Hawkes have qualified for the semifinal round and will meet the winners of the third round match between Lott and Penelope Anderson of Richmond, Va., and Marjorie Morrill, Boston, and Jean Borotra, France.

Fifty Entries in Olean Tank Meet

OLEAN, Aug. 31.—More than fifty entries have been made in the city championship swimming meet to be held here Saturday in the municipal pool in War Veterans' Park. It was announced today by the committee in charge of the program.

The meet is being held under auspices of the Board of Recreation and the first event will start at 2:30 o'clock in the afternoon. There will be ten events. Medals will be presented to winners of first places in each event with ribbons going to second place contestants. Winners will be considered city champions until next season's contests.

Webber Entry Winner at Hamburg

HAMBURG, Aug. 31.—Treagle, owned by William Webber of Rochester won the 2:16 trot on yesterday's race program at the fair grounds tract. Treagle, a black mare, was driven by Arthur Haslip of Hilton. She won the first two heats and finished third in the other.

There were two Buffalo Road Drivers stakes, Frank Childrester winning the 2:20 stake trot and Lee Star the three year old trot. Summaries:

Road Drivers, 2:20 Stake, Pace.
Frank Childrester, B. K. (Hawkes) 2 1 1
Harry D. B. S. (Hawkes) 1 2 3
Prince Andy, B. K. (Hawkes) 4 3 2
Vid. Power, B. K. (Hawkes) 3 4 4
Kenway, B. K. (Hawkes) 5 5 5
Time, 2:14, 2:14, 2:14.

Road Drivers, Three Year Old Trot.
Lee Star, B. K. (Hawkes) 2 1 1
Julia Hain, B. K. (Hawkes) 1 2 3
Volney Horvath, B. K. (Hawkes) 3 4 4
Monte, B. K. (Hawkes) 4 4 4
Time, 2:12, 2:12, 2:12.

2:16 Trot.
Treagle, B. K. (Hawkes) 1 1 1
Savory Patch, B. K. (Hawkes) 2 1 1
Lemon Bunch, B. K. (Hawkes) 3 2 3
Jack H. B. S. (Hawkes) 4 4 4
Time, 2:15, 2:15, 2:15.

Leading Hitters in Major Leagues

AMERICAN LEAGUE						
Player	Club	G	AB	R	H	PC
Grady, Wash.	125	352	59	192	145	
Gehrig, New York	124	464	114	202	372	
Manush, St. Louis	128	524	81	183	351	
Simmons, Phila.	44	340	59	128	266	
Fox, Phila.		32	81	69	166	142
Year ago today, year ago today, Simmons, Philadelphia.						
Pittsburgh.						
Player	Club	G	AB	R	H	PC
Hornsbey, Braves	124	462	78	175	318	
Gehrig, Yankee	125	464	114	202	372	
Trout, Yankee	126	413	100	156	47	355
Smith, Atl.	92	359	51	115	151	
Spaugh, Atl.						
Year ago today, year ago today, Simmons, Philadelphia.						

Tenorio To Meet with Jack Brady

SYRACUSE, Aug. 31.—Lope Tenorio, the wallowing Philistine, and Jackie Brady, Syracuse lightweight, tangle in a ten round bout that will feature Matchmaker Joe Netoro's card at the Arena tonight.

It appears that Jackie, as ambitious as he may be, has taken a man sized job on his hands as Lope has victories over such boys as Joe Longza and Bruce Flowers. Bucky Lawless of Auburn will battle Larry Maranucci, Albany welterweight, in the ten round semifinal.

Yesterday's Home Runs

AMERICAN SPORTSMAN SEPTEMBER 3, 1923 403

CALL FOR GRIDDERS

LEWISBURG, Pa., Aug. 31.—(INS)—The 1923 gridiron squad of Bucknell University will report for practice here September 3, it was learned today. Prospects for a successful season are bright as several veterans are expected to return this fall.

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SEMINOLE DRILL

The 19th Ward Seminoles will practice tonight at 7:30 o'clock at Genesee Valley Park, under the direction of Willie (Ace) Kogan. All of last year's players and those wishing a tryout are to report.

EASTERN CLUBS HUMBLE LEAFS

By FRED TURBYVILLE

Perhaps Bill O'Hara will be glad when the last of the Southern invaders pulls his freight and says good bye for another year. For the Leafs have done none too well against the four clubs of the South. Newark is the only club the Leafs could win from.

Both Jersey City and Rockville have been very troublesome to the Leafs. The Black Cats of Jersey have come right into Bill O'Hara's yard to beat him time and again.

The Orioles turn. Early in the year the Leafs handled Baltimore easily. But in the last trip to Baltimore the Leafs have not won a game. The best they could do was to tie on when they had to quit and catch a train.

Including the games played Sunday the Leafs have managed a mark of only .511 against the clubs of the South while the Leafs played .551 ball against Buffalo, Rochester and Montreal.

The Leafs have beaten Buffalo 10 to 9, Rochester 9 to 6, and Montreal 8 to 7.

But if O'Hara looks forward to more picknicking with his neighbors he may be fooled. The neighbors in two instances have become scrappy. Buffalo is playing its best ball of the year. Rochester is making up for lost ground now. Montreal is about the same in disposition.

O'Hara may handle Montreal and Rochester to suit his purposes for he beat Rochester when the Red Wings were at their best. But with Buffalo he is facing probably the strongest club in the league.

COSTLY FAILURE

After the chase got well under way the Leafs have been out of first three times. Twice Rochester snatched the throne and for a day the Orioles were sitting pretty. Rochester's failure to beat Toronto, or even hold the Leafs even has taken considerable from the standing of the Red Wings.

In fifteen games played the Leafs have won in nine. Against Buffalo the Leafs won ten and lost nine and against Montreal won eight and lost seven.

Playing the clubs of the South the Leafs have held Baltimore even nine and nine, won nine and lost eleven with Reading, won eleven and lost thirteen with Jersey City and won fourteen and lost eight with Newark.

Thayer Drives Two Winners

PENN YAN, Aug. 31.—Horses driven by George Thayer of Rochester took first money in both of the races at the Yates County Fair yesterday with My Man of the Republic Stables, winning in the 2:17 pace, and Cuban Burns of the Wilson String of Rochester, winning the 2:25 pace.

The final racing program will be staged today. Summary:

2:17 Pace, 2:17 Trot, Purse \$300	2:25 Pace, 2:25 Trot, Purse \$300
My Man, Jacobus Thayer 1 1 1	My Man, Jacobus Thayer 1 1 1
My Man, Stanley 4 4 4	My Man, Stanley 4 4 4
Hopful, Snyder 2 2 2	Hopful, Snyder 2 2 2
My Man, Jacobus Thayer 3 3 3	My Man, Jacobus Thayer 3 3 3
Time 2:16, 2:16, 2:16	Time 2:25, 2:25, 2:25

GROH TURNOUT

The Groh A. C. players are to report tonight at No. 21 School Playground at 6:30 o'clock. All of last year's players and any others wishing a tryout are to attend.

WESTERNERS

By Associated Press

NEW YORK, Aug. 31.—East is East in the American League and West is West in the National, so the inter-league games in the major circuits are concerned, and it is to look as though the two shall meet in the world series.

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In the American League, the western quarter has won a total of 124 games to 132 for the western quarter, while in the National League the margin is much wider in favor of the western clubs, whose combined victories total 155 to the eastern clubs' 109.

The composite records of the inter-league series to date follow:

AMERICAN LEAGUE					NATIONAL LEAGUE				
W.	L.	PC	W.	L.	PC	W.	L.	PC	
Albany	34	21	750	St. Louis	37	37	509		
Albany	46	27	600	Cleveland	32	42	482		
Albany	37	25	509	Pittsburgh	32	42	482		
Albany	27	47	350	Chicago	31	43	419		
Totals	124	155	564	Totals	132	164	446		
AMERICAN LEAGUE					NATIONAL LEAGUE				
W.	L.	PC	W.	L.	PC	W.	L.	PC	
Albany	30	24	676	N. York	38	38	51		
Albany	47	25	653	Brockton	32	44	42		
Albany	48	27	640	Phila.	31	52	28		
Albany	40	33	349	Boston	18	63	25		

Action Tonight

NEW YORK, Aug. 31.—(AP)—Izzy Schwartz, the New York State Athletic Commission's flyweight champion of the world, seems to be making a habit of risking his crown.

He takes on Frisco Grande, the Buffalo Filipino, in a fifteen round titular match at Long Branch, N. J., tonight.

Schwartz has appeared in a number of championship matches since he won the title, so far as the state commission is concerned, by defeating Newsboy Brown at Madison

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Two players in the southwestern Iowa tournament today are signed up with the St. Louis Cardinals. They are Dodo Pezdirtz of Omaha, a third baseman, and Cayle Canton of Virginia, Minn., a pitcher.

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Central Library of Rochester and Monroe County

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By Councilman Foulkes—
Ordinance No. 376.
Approval of Purchase Price for
and of Rosario Machine Required
under Final Ordinance No. 686; for
Arthur Alley Extension.
Introduced on August 15, 1928, and
hearing on page 542 of the current
proceedings was
Adopted unanimously.
By Councilman Foulkes—
Ordinance No. 377.
Approval of Purchase Price for Land
of J. M. C. A. Required Under Final
Ordinance No. 926—Monroe Avenue,
Near Seabury.
Introduced on August 13, 1928, and
hearing on pages 542 and 543 of the
present proceedings was
Adopted unanimously.
By Councilman Foulkes—
Ordinance No. 378.
Approval of Price for Sale of Abandoned
City Canal Lands Parcel
Situated on Block 927 to the Y. M. C.
A.—Subway at Monroe Avenue,
Near Seabury.
Introduced on August 12, 1928, and
hearing on page 543 of the current
proceedings was
Adopted unanimously.
By Councilman Goodwin—
Ordinance No. 379.
Declining Intention to Acquire and
Leasing Purchasing Contract To Se-
cure Lots for Land—Beach Avenue
and Seabury.
Introduced on August 12, 1928, and
hearing on page 543 of the current
proceedings was
Adopted unanimously.
By Councilman Flynn—
PUBLIC WORKS AND ENGINEERING
COMMITTEE REPORT.
By Councilman Flynn—
Rochester, N. Y., August 27, 1928.
He Council:
Gentlemen—Your Public Works and
Engineering Committee respectfully
recommends the adoption of the fol-
lowing:
Authorizing Commissioner of Public
Works to accept or permit to be
contracted for to construct and main-
tain a sewer and sign at 792 South
Main Street, corner of Central Ave-
nue.
Closing a portion of Commercial
Street for Land—Beach Avenue
and Street, Court Street and Main
Street.
Respectfully submitted,
H. C. GOODWIN.
By Councilman Flynn—
Public Works and Engineering Com-
mittee Report.
Received, filed and published.
By Councilman Flynn—
Ordinance No. 380.
Authorizing the Commissioner of Public
Works To Grant a License or
Permit to the City of Rochester To Con-
struct and Maintain a Sewer and
Sign at No. 792 South Avenue.
Introduced on August 13, 1928, and
hearing on page 541 of the current
proceedings was
Adopted unanimously.
By Councilman Wilson—
Ordinance No. 381.
Closing a Portion of Commercial
Street for Land—Beach Avenue
and Street, Court Street and Main
Street East.
Introduced on August 15, 1928, and
hearing on pages 544 and 545 of the
current proceedings was
Adopted unanimously.
By Councilman Wilson—
LOCAL IMPROVEMENTS COMMITTEE
REPORT.
By Councilman Mine—
Rochester, N. Y., August 27, 1928.
Gentlemen—Your Local Improve-
ments Committee respectfully recom-
mends the adoption of the following
improvement ordinances:
1. Asphalt Pavement,
Main Street and
Main Street East.
2. Concrete Pavement,
Main Street and
Main Street East.
3. Concrete Pavement,
Main Street and
Main Street East.
4. Concrete Pavement,
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ROCHESTER JOURNAL

The Post Express

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Charles E. Davis, Managing Editor
Erwin Huber, Advertising Director
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respondents.

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1 Death Notices

BAIRD—Mrs. Anna L. Baird, wife
of Captain James S. Baird, of the
Rochester Fire Department, entered
into rest Thursday, August 30, 1928,
at the family home, 1111 Clifton
Street, aged forty-four. Besides her
husband, she is survived by two daugh-
ters, Mrs. Leland W. Baird and Miss
Ethel Baird; a son, Allen Baird, and
a step-son, Raymond J. Baird; her
mother, Mrs. Mary L. Baird, all of
Rochester; two sisters, Mrs. James
Austin of Oil City, Pa., and Mrs. Fred
Major of Rochester; a brother, Fred
Baird, of Rochester. Funeral service
will be held on Monday morning, Sep-
tember 3, 1928, at 2 o'clock at the home,
No. 745 Maple Street, and at 3 o'clock
from the family home in Holy Sepulchre
Cemetery.

EBER—David Eber, forty-eight years
old, of No. 1111 Clifton Street, enter-
ed into rest Thursday, August 30, 1928,
at the family home, 1111 Clifton
Street, aged forty-four. Besides her
husband, she is survived by two daugh-
ters, Mrs. Leland W. Baird and Miss
Ethel Baird; a son, Allen Baird, and
a step-son, Raymond J. Baird; her
mother, Mrs. Mary L. Baird, all of
Rochester; two sisters, Mrs. James
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Major of Rochester; a brother, Fred
Baird, of Rochester. Funeral service
will be held on Monday morning, Sep-
tember 3, 1928, at 2 o'clock at the home,
No. 745 Maple Street, and at 3 o'clock
from the family home in Holy Sepulchre
Cemetery.

CLAUDIS—Entered into rest at her
residence, No. 284 Campbell Street,
Thursday evening, August 30, 1928,
Mrs. Sarah H. Claudis, aged 62 years.
She is survived by her husband, Mr.
Henry H. Claudis, one sister, Miss
Kate Macdonald of Auburn, N. Y., and
one grandchild, Pauline Claudis, of
the residence Saturday afternoon, Sep-
tember 1, at 2 o'clock. Interment at
Mt. Hope Cemetery, Auburn, N. Y.

MINTZ—Edward J. Mintz died
Thursday morning, August 30, 1928,
at the Genesee Hospital. He is sur-
vived by his wife, Mrs. Edna Mintz,
field Mintz; three daughters, Mrs. E.
Mintz, Mrs. L. Mintz and Mrs. M. Mintz;
and a son, Edward J. Mintz, Jr. The
funeral will be held from the residence
Saturday afternoon, September 1, at
2 o'clock. Interment will be made at
Riverside Cemetery.

SENECA—Entered into rest suddenly
at Waterloo, N. Y., on Wednesday,
August 29, 1928, William H. Seneca.
He is survived by his wife, Mrs. Mary
Seneca; one daughter, Miss Margaret
Seneca; his father, Charles Seneca of
Salamanca, N. Y.; four brothers, Shep-
ard Seneca of Akron, N. Y.; George
Seneca of Irving, N. Y.; and Stanford
Seneca of Salamanca, N. Y.; and two
sisters, Mrs. E. L. Seneca and Mrs. M.
Seneca, both of Irving, N. Y. Funeral
service will be held at the home of
Mrs. Seneca, No. 85 Parolia Avenue,
on Saturday afternoon, September 1,
1928, at 2 o'clock. Interment will be
made at Riverside Cemetery.

SHAN—John Stewart Shanahan
died Wednesday morning at the
home and at 10 o'clock at St. Mary's
Church. Interment in the family lot
in Holy Sepulchre Cemetery.

ASCH—Entered into rest at the
family residence, No. 5 Broad-
field Street, Wednesday afternoon, Au-
gust 29, 1928, Mrs. Anna Asch, aged
63 years. She is survived by her
husband, Emil Von Asch, three daugh-
ters, Mrs. Frank Huber, Mrs. E. Huber,
Holler and Miss Anna Von Asch; a son,
Edward Von Asch; three sisters and
one brother in law; and five grand-
children. Funeral service will be held
at the residence Saturday afternoon,
September 1, at 2 o'clock. Interment
at Mt. Hope Cemetery.

Lost and Found

LOST—bull terrier, brown and
white, with watch eye. Stone
1535-L between 5 and 9 p. m. Reward
\$100.00. Call 1535-L. Saturday
afternoon. Monroe 1146-M.

FOX—terrier, white female, black
and white long tail. Saturday
afternoon. Monroe 1146-M.

DOG—lost last Wednesday, male,
German police dog. All black with
rings on legs. License number 24243. Re-
ward. Call Glenwood 1000, or write
Hogenson, 569 Lyell Avenue,
Rochester, N. Y.

HAWAIIAN guitar lost, Call Main
1749-M. will receive reward.

HORSE—Brown, brand of "S. A."
on one shoulder, scar on front of
head. From Scottville Road, near Stone
field, 144 Bernard Street, Stone
field, N. Y. Reward.

LOCKET, gold, Corbett's Glen, initials
A. L. B. Reward. Genesee
5271-L.

LOST—Dog, black and white, hunt-
ing, license No. 134,004. Tom Van
Packer, 10 Oakman Street.

CHERRY—seven cans containing water, vi-
cinity Pardee, call Stone 1336-L.

POCKETBOOKS, 2 Ontario Beach,
near savings. Reward. 979 North
Clinton.

POCKETBOOK, small, bills and a
change, Ames or Danforth's. Genesee
4225-L.

SWEATER, wool, green, man's, vicin-
ity Culver Rd. Reward. Culver
3095-J.

SUIT, man's blue cheviot coat, Shrin-
er's emblem, between Glenwood and
Watson. Monday. Reward. C. W. Lee,
855 Joseph Avenue.

UMBRELLA, blue linen, natural
color. Handle, Parolia car. Satur-
day. Stone 2452.

WALLPAPER, colored, liberal re-
ward. If returned, J. L. Michaels,
108 Fox Road, Stone 2452.

FOUND—A stray pony, inquire 1591
Ridge Road.

Personals

ALPERIN'S

DRESS SHOPPE

SNAPPY DRESSES

\$7.95 to \$12.75

522 No. Clinton Ave.

Open Evenings

AUTO driving school, inside instruction,
\$3.00. Maude Van Bortle,
19 South Stone 570.

COMPLETE funeral, \$90 up.
A. Charles J. Kennedy, undertaker,
1001 Main St. East, Phone 547. For-
eign, 1001 Main St. East, Phone 547.

ALL 1925 and 1926 wash frocks re-
duced to \$1.15. 2290 Clifton Ave.
Culver 1125-W.

ALFRED Sample Shoes, \$10 and \$12.
A. & S. 40 and 440. Airline Sample
Shoetry, 5 Gorham St. near St. Paul.

BATH and massages. Monroe 7574.

BERTHA PENDERGAST, ELDRIDGE
teacher of dramatics, preparing
pupils for October recital. Genesee
51-M.

CUSTOM made dresses for every oc-
casion; reasonable. Mrs. Jackson,
1001 Main St. East, Phone 547.

D. A. TIGHE garments renewed.
French Textile Co., 425 Avenue A,
Main 1421.

ELECTRIC treatments, vapor
baths at 516 Monroe Ave. Mon-
roe 7588.

FANNY Dress Shop, smartest collec-
tion of every description. Tur-
nouts, Specializing in sizes 14 to 20.
2342, 15 to 18; 1225, 1220 St. Paul,
suits evening.

FEATHERWEIGHT arch supports.
A. Wonderful pads and remedies for
rheumatism, sciatica, etc. 1001 Main
St. East, Phone 547.

LADIES' high grade sample shoes,
nationally known makes, selling
at \$4.00. 845 Clifton St. near St. Paul,
Sample Shoe Parlor, 910 Monroe Ave.
Monroe 2488-W.

MATTHEWS. We make new ones
or renovate old mattresses. Call
springs, so they look like new. Comfort
Mattress Co., Stone 516.

PARAMOUNT products, electric signs
of every description. Tur-
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Roller skating rinks, Wednesday
nights. Lake Shore rink, Sea
Breeze, Roy L. Barker.

SLIK hosiery runners mended. 93
Carlisle St. Glenwood 444-J.

TORONTO Fair—Accommodations,
room and breakfast, \$1.50 daily.
94 Ann St. Charlotte 105-M.

VINCENT BERARDI, violin teacher,
special attention to boys and
girls. 22 Campbell Street. Genesee
6102.

W buy diamonds, old gold silver,
gold watches and jewelry. Weis-
bach, 1001 Main St. East, Phone 547.
Avenue North, Lake Club Bldg.

WINDOW shades estimates and sam-
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also turn or reverse your present
window shades. Slip covers for fur-
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our draperies, work room by skilled
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55 DOWN, ladies fur coats, easy
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625 magnetic Health Belt. For par-
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N. Y.

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AUBURN-ROCHESTER CORPORATION

AUBURN—Authorized distributors for
the Auburn Buick and Buick Buick
William Street, near Monroe.

BUICK master 6 coupe, 1927, recent-
ly repainted; good mechanical con-
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BUICK, 1928 sedan, very good ser-
vice. Jas. J. Williams, 350 Monroe Ave.

BUICK, 1928 sedan, upholstery per-
fect. Jas. J. Williams, 350 Monroe Ave.

BUICK, 1927 standard sedan, mo-
tor, upholstery, recently refin-
ished. \$450. Lee & Kern, 6 Pitkin.

BUICKS and other standard makes
always be found at A. P. Sullivan,
Sales and Service, 841 Genesee St.
Broadway, guaranteed and best terms
available. Open evenings and Sundays.

BUICKS and all other standard
makes of good used cars in trade
at new Buicks. You will find the
make and model you want among
the complete assortment we offer for
your approval. C. E. Sager, 240
Culver Rd.

CHANDLER, Buick sedan, Inc.
10 So. Union, is the place to buy
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CHEVROLET sedan, 1924, new tires,
C. new battery, plates, A-1 condition.
\$350. 500 Park Avenue. Monroe
4859-W.

CHEVROLET coach, 1926, excep-
tional buy, cash, terms or trade.
We save \$50. 100 Park Ave. South Ave.
Stone 5712.

CHEVROLET, Ford, Dodge, Stude-
baker, many others, \$25 and up.
See C. Robinson, near 97 Gregory
St. Terms or trade.

CHEVROLET, 1925, sedan; 1926,
all bargains. Quinn Chevrolet, 4200
Lake.

CHEVROLET coach, 1927, duo fin-
ish, driven only 15,000 miles; excep-
tional buy. \$425. Terms. Honnet,
100 E. 3d St. Glen 5undays and
evenings.

CHEVROLET, 1924 coupe, a car that
is worth the price. \$500. Jas. J.
Williams, 100 Monroe Ave.

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Used Automobiles

1923 Ford Coupe \$ 60
1925 Ford Coupe 125
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1926 Dodge Sedan 375
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Many other good models to choose
from \$25 to \$200.

Exceptional Buys

Wiltse-De Young Motors,
Inc.

210 Franklin St.
Stone 6909

Open Evenings and Sundays

CHRYSLER and other good used
cars. Always an excellent choice.
Alliance Motor, 1001 Main St.

CHRYSLER sedan, 1926, \$305.00;
C real fine shape, very reasonably
priced. Wiltse-De Young, 210 Franklin.
C CHRYSLER 70, roadster, 1926, in
beautiful shape, \$335.00; tires fine,
mechanically perfect, new top, etc.
Wiltse-De Young, 210 Franklin.

CHRYSLER sedan, good rubber, good paint,
trade and terms. Glenwood 5837.

CHRYSLER sedan, 1926, blue duo,
bumpers, snubbers, new tires; me-
chanically perfect. \$350.00. Wiltse-De
Young, 210 Franklin.

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bumpers, snubbers, new tires; me-
chanically perfect. \$350.00. Wiltse-De
Young, 210 Franklin.

CHRYSLER sedan, 1926, blue duo,
bumpers, snubbers, new tires; me-
chanically perfect. \$350.00. Wiltse-De
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CHRYSLER sedan, 1926, blue duo,
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chanically perfect. \$350.00. Wiltse-De
Young, 210 Franklin.

CHRYSLER sedan, 1926, blue duo,
bumpers, snubbers, new tires;

Historic Scrapbooks Collection

The Rochester Journal is the only newspaper in this city which appears daily in the city in which appears the daily dispatches of this great newspaper organization.

The Rochester Journal publishes exclusively in this city the daily news of the city and its vicinity, with its world-wide staff of special correspondents.

The Rochester Journal publishes exclusively in this city the daily news of the city and its vicinity, with its world-wide staff of special correspondents.

Three great news services contribute to the news columns of the Rochester Journal.

The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited in this paper and also to the local news published therein.

All rights of publication of special dispatches herein are also reserved.

Journal-American 136 St. Paul St. Phone Main 7070 Classified Rates

TABLE OF WORD RATES
These Rates Apply Only to Rochester and Surrounding Towns

Words	Day	Days	7 Days	30 Days
10	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00
50	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00
70	1.00	1.00	1.00	1.00
80	1.00	1.00	1.00	1.00
90	1.00	1.00	1.00	1.00
100	1.00	1.00	1.00	1.00
110	1.00	1.00	1.00	1.00
120	1.00	1.00	1.00	1.00
130	1.00	1.00	1.00	1.00
140	1.00	1.00	1.00	1.00
150	1.00	1.00	1.00	1.00
160	1.00	1.00	1.00	1.00
170	1.00	1.00	1.00	1.00
180	1.00	1.00	1.00	1.00
190	1.00	1.00	1.00	1.00
200	1.00	1.00	1.00	1.00
210	1.00	1.00	1.00	1.00
220	1.00	1.00	1.00	1.00
230	1.00	1.00	1.00	1.00
240	1.00	1.00	1.00	1.00
250	1.00	1.00	1.00	1.00
260	1.00	1.00	1.00	1.00
270	1.00	1.00	1.00	1.00
280	1.00	1.00	1.00	1.00
290	1.00	1.00	1.00	1.00
300	1.00	1.00	1.00	1.00
310	1.00	1.00	1.00	1.00
320	1.00	1.00	1.00	1.00
330	1.00	1.00	1.00	1.00
340	1.00	1.00	1.00	1.00
350	1.00	1.00	1.00	1.00
360	1.00	1.00	1.00	1.00
370	1.00	1.00	1.00	1.00
380	1.00	1.00	1.00	1.00
390	1.00	1.00	1.00	1.00
400	1.00	1.00	1.00	1.00
410	1.00	1.00	1.00	1.00
420	1.00	1.00	1.00	1.00
430	1.00	1.00	1.00	1.00
440	1.00	1.00	1.00	1.00
450	1.00	1.00	1.00	1.00
460	1.00	1.00	1.00	1.00
470	1.00	1.00	1.00	1.00
480	1.00	1.00	1.00	1.00
490	1.00	1.00	1.00	1.00
500	1.00	1.00	1.00	1.00

CLASSIFIED DISPLAY RATES
Local, \$1.10 Per Inch
FOREIGN
\$2.50 Per Inch Week Days
\$3.50 Per Inch Sunday

No cuts or borders allowed or type larger than 24 point

Death Notices

BAIRD—Mrs. Maud L. Baird, wife of Captain James S. Baird of the Rochester Fire Department, entered into rest Thursday, August 30, 1928, at the family home, 100 S. 1st St., Rochester, aged 44 years. Burial at Mt. Hope Cemetery.

BEER—David Beer, forty-eight years old, of No. 11 Millburn Street, passed away at his home, 11 Millburn Street, August 30, 1928, at 11 o'clock. He leaves his wife, Rebecca, two daughters, Lela, Lucille and Marilyn; two sons, Cyril and Irving; and two brothers, William and Elmer. The funeral will be held at the home Friday afternoon, August 31, at 2 o'clock. Interment at Mt. Hope Cemetery.

CLAUDUS—Entered into rest at her residence, No. 363 Campbell Street, Thursday evening, August 30, 1928. Mrs. Sarah H. Claudus, aged eighty-one years. She is survived by one daughter, Mrs. E. H. Clark, one son, Henry R. Claudus; one sister, Miss Kate MacDonnell of Auburn, N. Y.; and one grandchild. Funeral services will be held Saturday afternoon, September 1, at 2 o'clock. Interment at Mt. Hope Cemetery. Auburn, N. Y. papers please copy.

MINTEL—Edward J. Mintel died Thursday morning, August 30, 1928, at the General Hospital. He is survived by his wife, Marie; three daughters, Mrs. M. H. Mintel, Mrs. C. H. Mintel and Mrs. M. H. Mintel; and two granddaughters, Mrs. M. H. Mintel and Mrs. M. H. Mintel. The funeral will be held at the home Friday afternoon, August 31, at 2 o'clock. Interment at Mt. Hope Cemetery.

SENNECA—Entered into rest suddenly at Waterloo, N. Y., on Wednesday, August 29, 1928. Wilbur E. Senneca. He is survived by his wife, Mary; one daughter, Mrs. M. H. Senneca; one son, Mr. E. H. Senneca; and two granddaughters, Mrs. M. H. Senneca and Mrs. M. H. Senneca. The funeral will be held at the home Friday afternoon, August 31, at 2 o'clock. Interment at Mt. Hope Cemetery.

STEWART—John Stewart Sheehan died Wednesday morning at the family home, No. 1933 East Avenue, aged sixty-five years. He is survived by his wife, Margaret; two daughters, Miss Margaret E. Sheehan and Mrs. William J. Cotton of Akron, Ohio; one son, E. Emmet Sheehan; and one grandchild. The funeral will be held at the home Friday afternoon, August 31, at 2 o'clock. Interment at Mt. Hope Cemetery.

VON ADECH—Entered into rest at the family home, No. 6 Broad Street, Wednesday afternoon, August 29, 1928. Mrs. Anna Von Aesch, aged 63 years. She is survived by her husband, Emil Von Aesch; three daughters, Mrs. Frank Habros, Mrs. Paul Holler and Mrs. Anna Von Aesch; one son, Edward Von Aesch; three sisters, one brother-in-law, and five granddaughters. The funeral will be held at the residence Saturday afternoon, September 1, at 3 o'clock. Interment at Mt. Hope Cemetery.

POCKETBOOK—Small, bills and change, Ames or Danforth St. Geneva 1225-L.

SWATCHES—Wool, green, man's, victrola. Culver 14. Reward. Culver 3095-J.

SUIT—New blue cheviot coat. Shirts and ties. Between Clayton and Watson. Monday. Reward. C. W. 1012, 265 Joseph Avenue.

UMBRELLA—Blue linen, natural wood handle, Parrella car Saturday. Stone 2462.

WALLET—Brown, leather, liberal reward if returned to H. Michael, 108 Cox Bldg. Stone 2492.

FOUND—A stray pony. Inquire 1991 Ridge Road.

PERSONALS

ALPERIN'S DRESS SHOPPE
SNAPPY DRESSES
\$7.95 to \$12.75
522 No. Clinton Ave.
Open Evenings

UFO driving school, inside instruction. 1010 S. Main. Stone 572.

A COMPLETE funeral, \$50 up. Charles J. Kennedy, undertaker, 367 N. Main. Stone 347. For early of Winthrop Street.

ALL \$1.95 and \$2.95 wash frocks reduced to \$1.45. 2200 Clifford Avenue. Culver 1110-J.

ARLIS Sample Shoes, \$10 and \$12. \$5.49 and \$4.49. Arline Sample Bootery, 5 Gerham St. near St. Paul.

BATH and massages. Monroe 7574. 23 Oxford St. near University.

BERTHA PENDERGAST, ELDRIDGE, 23 teacher of dramatics, preparing pupils for October recital. Geneva 311-W.

CUSTOM made dresses for every occasion; reasonable. Mrs. Jackson, 309 Knowland.

DANAGED garments rewoven. French Textile Co., 425 Avenue A. Main 1431.

ELECTRICAL treatments, vapor bath, 616 Main St. Monroe 7558.

FANNY Dress Shop, smartest collection of latest fall styles and materials. Specializing in \$1.15 to \$1.95. 1212 St. Paul. Open evenings.

FEATHERWEIGHT arch supports. Wonderful pads and remedies for the feet. J. P. Foot Correction, 19 Campbell Bldg., Main 539.

LADIES' high grade sample shoes, nationally known makers selling at 50% off. Sample Shoe Parlor, 310 Monroe Ave. Monroe 2485-W.

MATRESSES—We make new ones or renovate old mattresses, box springs, so they look like new. Comfort Mattress Co., Stone 3716.

PARAMOUNT products, electric signs of every description. Terms. Main 1488. Room 402, 1 Graves St.

ROLLER skating races, Wednesday nights, Lake Shore rink, Sea Breeze. Roy L. Barrie.

SILK hosiery trimmers mended. 98 Carleton St. Glenwood 4420.

TORONTO Fair—Accommodations, room and breakfast, \$1.50 daily. 94 Ann St., Charlotte 166-M.

VINCENT BEARD, violin teacher, special attention to boys and girls. 22 Campbell Street. Geneva 102.

WE buy diamonds, old gold silver, gold watches and jewelry. Welsch-Velas, Inc., Jewelers, 115 Clinton Avenue North. Elks Club Bldg.

WINDOW shades estimates and samples of materials submitted. We can also turn or reverse your present window shades. Slip covers for furniture made to order. All work done in our quarters by skilled workman. Phone Stone 1800. Drapery Dept., Howe & Rogers.

55 DOWN ladies' fur coats, easy payments. People's 46 State.

\$25 for a California Life Buoy, a life preserver, \$25.00. For particulars inquire California Life Buoy Agency, 102 Shonnard St., Syracuse, N. Y.

9 Automobiles

AUBURN-ROCHESTER CORPORATION—Authorized distributor for the new Auburn Six and Eight. 230 William Street, near Monroe.

BUICK master 6 coupe, 1928, recently repainted; good machine; \$1,000. \$200 cash. Telephone Monroe 1182.

BUICK, 1923 sedan, very good motor and tires, ready to give away. Jas. J. Williams, 350 Monroe Ave.

BUICK, 1923 sedan, upholstery perfect, motor excellent, just like a new car. Call for details. Jas. J. Williams, 350 Monroe Ave.

BUICK, 25-27 standard sedan, motor upholstery, recently refinished. \$490. Lee & Kern, 6 Pitkin.

BUICKS and other standard makes of good dependable used cars will always be found at A. P. Sullivan, Sales and Service, 941 Geneva St. Open evenings and Sundays.

BUICKS of good used cars in trade on new Buicks; you will surely find the make and model you want among the complete line we offer for your approval. C. L. Whiting, Inc., 342 East Avenue, Annex 170, East Avenue, Monday through Sunday.

CHANDLER, Buick Motors, Inc., 10 So. Union, is the place to buy renewed Chandlers and other good used motor cars.

CHEVROLET sedan, 1924, new tires, new battery, plates, A-1 condition, \$125. 260 Park Avenue. Monroe 4259-W.

CHEVROLET coach, 1926, exceptional buy, good terms. We save you dollars. 154 South Ave. Stone 5715.

CHEVROLET, Ford, Dodge, Studebaker, many others. \$25 and up. See "C" Robinson, rear 37 Gregory St. Terms or trade.

CHEVROLETS, 1925, sedan; 1926, coupe; 1926, coupe; 1925, touring; all bargain. Quinn Chevrolet, 350 Lake.

CHEVROLET coach, 1927, duo finish, balloon tires, bumpers, extra light, excellent 14-60, makes a complete good buy. \$125.50. Heene, 100 E. Main St. Open Sundays and Mondays.

CHEVROLET, 1924 coupe, a car that is worth the price, \$200. Jas. J. Williams, 159 Monroe Ave.

Many other good models to choose from \$25 to \$200.

Exceptional Buys

Wiltse-De Young Motors, Inc.

210 Franklin St.
Stone 6909

Open Evenings and Sundays

CHRYSLER and other good used cars. Always an excellent choice. Alliance Motor, 160 East Ave.

CHRYSLER sedan, 1926, \$395.00; real fine shape, very reasonably priced. Wiltse-De Young, 210 Franklin.

CHRYSLER 70, roadster, 1926, in C beautiful shape, \$595.00; tires fine, mechanically perfect, new top, etc. Wiltse-De Young, 210 Franklin.

CHRYSLER "48" sedan, mechanically perfect, good motor, good paint, trade and terms. Glenwood 5887.

CHRYSLER sedan, 1926, blue duo, bumpers, snubbers, new tires; mechanically perfect. \$450.00. Wiltse-De Young, 210 Franklin.

DE SOTO USED CARS

DODGE 1925 4-Door Sedan \$375

NASH 1926 4-Door Sedan 595

MAXWELL 1927 Sedan 595

WHIPPET 1927 Coach 350

CHRYSLER 1926 "38" Coach 395

CHRYSLER 1926 "38" Coach 475

OAKLAND 1926 Sedan 425

DODGE 1927 Sedan 550

Seneca Motors, Inc.
De Soto Distributors
336 East Ave.
Stone 6634

DODGE, 1925 sedan, plush upholstery, perfect condition, splendid mechanically. Jas. J. Williams, 350 Monroe Ave.

DODGE dependable used cars and trucks. Best selection in city. Terms. Open evenings and Sundays. E. J. Horton, Inc., 1044 University Ave.

ESSEX

We have a choice selection of

ESSEX 1927 COACHES

ESSEX 1927 SEDANS

ESSEX 1926 COACHES

All these cars are in first-class mechanical condition, with good leather finish in a variety of colors.

Moderately priced of course. Terms to suit.

Aling & Miles, Inc.
82 Stone Street

ESSEX coupe, 1928, in beautiful shape. Rochester's 318 Monroe Ave. \$1,200.00. \$125.00; this is a buy. Wiltse-De Young, 210 Franklin.

ESSEX coach, 1927 model in good mechanical condition; new paint, very low terms. Aling & Miles, Inc., 82 Stone St.

ESSEX coach, 1928, a beauty, \$595. Easy terms. Chas. E. Sager, 340 Culver St.

ESSEX, 1925 coach, Duo finish, fine, color, excellent. \$1,100. Lee & Kern, 6 Pitkin.

ESSEX coach, 1926 model, in good condition; low mileage; good tires and Duo finish. Aling & Miles, Inc., 82 Stone St.

FORD, Tudor, 1927, all new rubber, mechanically perfect; reasonable. Trade and terms. Glenwood 5887.

FORD, late 1927 roadster; real good condition; some extra equipment. Bargain. Phone 311. Sunday.

FORD coupe, good motor, tires, and looks, for \$450 cash. R. Percy, 216 Flint St.

FORD, 1926 roadster, good tires, painted maroon color, runs fine, \$135. Lee & Kern, 6 Pitkin.

FORDS: 1927 coupes, 1926 Tudors, 1926 coupes, 1925 Fordors; several others; no finance or insurance charges. Voke Motor Co., 111 Mt. Hope Ave.

FORD coupe, 1925; cash, terms or trade. We save you dollars. 154 South Ave. Stone 5715.

FORD coupe, 1925, in fine running condition, looks good, \$50.00. Wiltse-De Young, 210 Franklin.

FORD, 1925 Fordor sedan, shows best of care; a dandy buy at \$175. Judge's, 81 Lake Ave.

FORD, 1926 Tudor sedan, quiet motor, paint and tires like new, price very reasonable. Judge's, 81 Lake Ave.

FORD roadster, A-1 condition, 1927 model. 151 Lyndhurst, Main 6256-J.

FORDS, 1926 coupe, 3 to choose from; all best, good condition. Best bargains in town. Judge Motors, 81 Lake Ave.

FORDS, coupes, sedans, roadsters—others at low prices; easy terms. Sargent-Baker, 37 South Union.

FORDS Lough, sold and exchanged. 151 South Union.

JORDAN'S GOOD USED CAR BARGAINS

1927 Jordan Playboy
1926 Jordan Sedan
1926 Reo Coupe

Geo. W. Stafford Motor Co.
364 East Ave.
Stone 2881

MAXWELL touring in good condition every way, \$28. 209 Ave. B.

MAXWELL sedan, 1925, duo finish, balloon tires, bumpers, snubbers, extra tire, looks and runs like new. \$29. Terms. Henner, 1000 E. Main Street.

Nash!

Used Car Sale

The demand for Nash "400"

Cars has brought us a better selection of good Used Cars than we have ever had.

Here is your chance to save money. We need the room

Nash Sport Touring \$350

Nash Standard 6 Sedan 625

Nash Special 6 Coach 650

Nash Special 6 De Luxe 725

Nash Standard 6 Coupe 730

Nash Advanced 6 Coach 725

Nash Advanced 6 Sedan 800

Nash Special 6 Coach 475

Maxwell Sedan 275

Maxwell Touring 75

Overland Coach 375

Overland Sedan 150

Chrysler Roadster 650

Whippet 6 Sedan 475

Dodge Sedan 475

Essex Coach 175

Nash Touring 175

Schoen Bros.
790 Lake Ave.
Open Evenings and Sundays

NASH roadster, advanced 6, \$350.00. Newly painted, good condition; it's a buy. Call for details. 350 Monroe Ave.

NASH coupe, 1927 model, in fine condition; price and terms will please you. Aling & Miles, Inc., 82 Stone St.

OLDSMOBILE and other excellent used car values. Liberal terms. George Henner, 1000 East Main.

OLDSMOBILE deluxe coach, 1924, duo finish, balloon tires, bumpers, snubbers, extra tire, motor overhauled. \$545. Takes it. Henner, 1000 E. Main St. Open Sundays and evenings.

OLDSMOBILE, 1924 4-passenger coupe, very nice condition throughout. Jas. J. Williams, 350 Monroe Ave.

OLDSMOBILE, 1927 coupe, new Duo finish, low mileage, perfect condition. \$550. Lee & Kern, 6 Pitkin.

OVERLAND, 6, 1926, excellent condition, all cheap. 12 Concord St.

PACKARDS, if interested in buying a

the offerings by the
at \$1.99 and \$2.00 a

er apples and pears
and values therefore
in a sluggish market.
erate.

late beets and car-
rots. The price of
of low imports
of finding a buyer
of beets peddled out
d unwashed carrots
at \$1.25.

entation was without
values but the de-
le improved. Green
ends of the big Bos-
various parts of the
at \$6.75 to \$1.00. In re-
reached \$1.75 and an

epares for ngland Trip

ON, Aug. 31.—(AP)—
Republican vice
mince, returned to
night from Harris-
he spoke. He said
to stay up and
to the acceptance
nator Robinson of
democratic vice pres-
6.
remain in Washing-
ck-end. Next week
Massachusetts and
aking trip.

ALIER KILLED

Col., Aug. 31.—
stunt flier, jumped
s death from an air-
s performing stunts
y old timers reunion
ands.

E OF SALE

by given that the Pur-
ill sell at Public Auc-
e of the said Purchas-
37 City Hall, Roches-
at 10:30 o'clock on
5, September 4th, 1928
the and interest of
cheter, in and to the
red real estate; part
d taken for the onen-
as follows: Lots
4, 11, 52, 53, 54, 55, 45,
a portion of the Ad-
ment No. 11 fronting on

will be sold free and
axes and assessments
come a lien thereon be-
the sale.
er will be required to
post of 20% of the pur-
chase price of the prop-
erty. The
approved by the City
the sale becomes ef-

ons under which the
be sold will be made
of the sale on the
e mentioned.
W. E. ANDREWS,
Purchasing Agent.

D PROPOSALS

ER EQUIPMENT FOR ARY POWER HOUSE

osals will be received by
ers of Public Buildings
uty up to 10:30 a. m.,
September 5, 1928, at the
Purchasing Agent, in the
for Stoker Equipment for
only Penitentiary Power
house, in accordance with speci-
fications procured from the Pur-
chasing Agent.

must file with his bid
check for five (5) per cent
thereof, made payable
County Treasurer, and
bidder will be obliged to
provide surety bond, if
the Purchasing Agent
must be sealed and ad-
dress of the Purchasing
Agent, on the outside,
marked "Equipment."
Reserves the right
to reject all bids.

AM J. CALLISTER,
Chairman,
NCE A. SMITH,
Secretary,
of Public Buildings.

LIC NOTICE

York, Department of
ree State Division,
er Commission,
ony, August 27, 1928.

rochester Gas and Elec-
tricity, under section 624
law, for a determination
Service Commission that
may exercise the right
ain in respect to certain
in the city of Rochester.

ely given that a public
above entitled matter
Commissioner Brewster
use in the city of Syra-
cuse 16, 1928, at 11:00
a time).

s given to those having
have an interest in cer-
erty involved in this pro-
cedure.

Commission,
SCIS E. ROBERTS,
Secretary.

D PROPOSALS

Y FERTILIZING MA- NURE FERTILIZER FOR ROE COUNTY

osals will be received by
ers of Public Buildings
uty up to 10:30 a. m.,
September 5, 1928, at the
Purchasing Agent, in the
for the following:
eating Machine, for the
intendent of highways,
Fertilizer for the Mon-
penitentiary.

ance with specifications
ed at the office of the
gent.

ust file with his bid a
k for ten (10) per cent,
thereof, made payable
County Treasurer, and
bidder must be obliged
corporate surety bond, if
the Purchasing Agent.

must be sealed and ad-
dress of the Purchasing
Agent, on the outside,
marked "Bid on

alation reserves the right
or all bids.

LIAM J. CALLISTER,
Chairman,
RENCE A. SMITH,
Secretary,
ers of Public Buildings,
1-31

City Manager, City Clerk,
City Engineer, City

Dear Sirs: This is to inform you that
pursuant to authority vested in me
by provision of Section 79 of a local
law amending generally and supple-
menting an act constituting the char-
ter of the City of Rochester, adopted
by the Common Council July 28, 1925,
and pursuant to rule 5 of the Rules
and Order of the Council, I have called
and do hereby call a special meeting
of the Council of the City of Roches-
ter, to be held in the Council Chamber,
City Hall, on the 27th day of August,
1928, at 8 p. m., for the purpose of:

Approval of the minutes of the meet-
ing of August 20, 1928.

Receiving and taking action upon
the following communications sub-
mitted by communication from the
City Manager:

Communication from the Purchasing
Agent relative to the purchase of land
from Oliver Castich Development Com-
pany.

Communication from Comptroller re-
questing authority to increase \$100,-
000.00 for acquiring lands in connec-
tion with Rapid Transit Subway.

Communication from Comptroller re-
questing authority to appropriate
\$1,000.00 from the Contingent Fund to
the World War Relief Committee
for salaries.

Communication from the Purchasing
Agent relative to the sale of aban-
doned Erie Canal lands to H. Willis
Reed and wife.

Communication from the Purchas-
ing Agent relative to the purchase of
land from the University of Rochester.
Communication from the Purchasing
Agent relative to the release of land
from Houston Barnard.

Communication from the Commis-
sioner of Public Works approving the
type of pavement of Wyand Crescent
Asphalt Pavement, Sowers and Walks,
Elser Terrace Asphalt Pavement,
Woodside Street Asphalt Pavement,
Rockview Terrace Concrete Pavement,
Sowers and Walks.

Kondolf Street Asphalt Pavement,
Mt. Hope Avenue Concrete Pavement,
Sowers and Walks.

Communication from the Secretary
of City Planning approving the width
of pavement and walks for:
Court Street, Exchange Street to
South Avenue.

Laurel Street, Main Street East to
Merchants Road.

Mt. Hope Avenue from Stewart
Street to point opposite lower entrance
to Mt. Hope Cemetery.

Rockview Terrace from Otis Street
to Heron Street.

Woodside Street from Lewiston Ave-
nue to Eastman Avenue.

Communication from the Commis-
sioner of Public Works submitting ap-
plication of Marigold Restaurant Com-
pany for the construction and main-
tenance of marquee with signs at 74
Clinton Avenue South.

Receiving and taking action upon
communication from the City Clerk
relative to franchise valuations for
the year 1929.

Holding public hearings on the fol-
lowing proposed local ordinances:
Wyand Crescent Asphalt Pavement,
Sowers and Walks.

Elser Terrace Asphalt Pavement,
Woodside Street Asphalt Pavement,
Rockview Terrace Concrete Pavement,
Sowers and Walks.

Kondolf Street Asphalt Pavement,
Mt. Hope Avenue Concrete Pavement,
Sowers and Walks.

Holding public hearing on the fol-
lowing ordinance:
Authorizing Commissioner of Pub-
lic Works to grant license or permis-
sion to Morris Fogel to construct and
maintain marquee with sign at 702
South Avenue.

Receiving report of Local Improve-
ments Committee on the following
local improvement ordinances:
Wyand Crescent Asphalt Pavement,
Sowers and Walks.

Rockview Terrace Concrete Pavement,
Sowers and Walks.

Kondolf Street Asphalt Pavement,
Mt. Hope Avenue Concrete Pavement,
Sowers and Walks.

Receiving report of Finance Com-
mittee relative to and taking action
upon the following ordinance:
Disapproval of purchase price for
land of Rosario Maschire required
under Final Ordinance No. 4862 for
Schlitz Alley Extension.

Approval of purchase price for land
of M. C. A. required under Ordini-
ance No. 4826, Monroe Avenue, near
Subway.

Approval of price for sale of aban-
doned Erie Canal lands pursuant to
Ordinance No. 327 to the Y. M. C. A.
Salisbury at Monroe Avenue.

Authority to renew local improve-
ment notes, Nos. 4818 to 4821 inclu-
sive, due September 10, 1928, \$490,-
000.00.

Authority to renew School Construc-
tion Notes, Nos. 4812-4813, due Septem-
ber 10, 1928, \$125,000.00.

Authority to renew Transit Subway
Notes, No. 4848, due September 10,
1928, \$25,000.00.

Authority to renew Water Works
Improvement Note, No. 4847, due Sep-
tember 10, 1928, \$25,000.00.

Authority to renew revenue Tax
Notes, 1927, Nos. 4924-4927 inclusive,
due September 11, 1928, \$250,000.00.

Fixing compensation of Concrete
Steel Engineering Company, E. H.
Pace & Company and Arthur R. Lord,
for expert services.

Declaring intention to acquire and
dredging Purchasing Agent to nego-
tiate for land—Beach Avenue.

Receiving report of Public Works
and Engineering Committee relative to
and taking action upon the following
ordinance:

Authorizing Commissioner of Pub-
lic Works to grant license or permis-
sion to Morris Fogel to construct and
maintain marquee and sign at 702
South Avenue.

Closing a portion of Commercial
Street, Andrews Street, Central Avenue,
Broad Street, Court Street and Main
Street East.

Introducing and referring to com-
mittee of the following local improve-
ment ordinance:
Norton Street and Colver Road Dis-
trict Sanitary and Storm Water Out-
let Sewers.

Elser Terrace Asphalt Pavement,
Woodside Street Asphalt Pavement,
Rockview Terrace Concrete Pavement,
Sowers and Walks.

Kondolf Street Asphalt Pavement,
Mt. Hope Avenue Concrete Pavement,
Sowers and Walks.

Receiving Certificate of Comptroller
pursuant to Section 212 of the Local
Law adopted by the Common Council,
July 28, 1925, the money required
for the following local improvement
being in the Treasury to the credit
of the special and general local im-
provement funds and not appropriated
for other purposes:

Plastic Street Opening.
Wyand Crescent Asphalt Pavement,
Sowers and Walks.

Rockview Terrace Concrete Pavement,
Sowers and Walks.

Street, from Stewart Street to
Merchants Road, and the
account for Barnard Street Extension,
pavement against Anderson Ave-
nue asphalt resurfacing, petition of
property owners on May Street asking
for concrete pavement.

Introducing and taking action upon
the following ordinance:
Approval of purchase price for lands
of Oliver Castich Development Com-
pany required under Final Ordinance
No. 4826, Field Road Widening.

Approval of price for sale of aban-
doned Erie Canal lands to H. Willis
Reed and wife near Harvard Street.

Approval of purchase price for lands
of University of Rochester required
under final Ordinance No. 4864, Cast-
leman Road Opening.

Disapproval of price for purchase
of lands of Houston Barnard, required
under Ordinance No. 25, North Good-
man Street Widening.

Authorizing Commissioner of Pub-
lic Works to grant license or permis-
sion to Marigold Restaurant Company
to construct and maintain marquee
with signs at 74 Clinton Avenue South.

Determination to authorize purchase
of and direction to negotiate for lands
in North Water Street.

Authorizing sale of Parcel 230,
Abandoned Erie Canal Lands—Ravine
Avenue.

Authorizing sale of Abandoned Erie
Canal Lands—rear of Lot 29, Johnson
& Atkinson Tract—Broadway.

Authorizing the sale of Abandoned
Erie Canal Lands—Alexander Street.

Authorizing the Purchasing Agent
to sell Lot No. 124 of the Genesee
Park Boulevard Addition—Brookdale
Avenue.

Authorizing the Purchasing Agent
to sell Lot 329 of the Elmtree Addition
Westfield Street.

Authority to borrow \$100,000.00 for
acquiring lands in connection with
Rapid Transit Subway.

Authority to appropriate \$1,000.00
from the Contingent Fund to the
World War Relief Committee for
salaries.

Yours very truly,
STEPHEN B. STORY,
City Manager.

Received, filed and published.

City Manager's Office,
August 27, 1928.

To the Council:
Gentlemen—I am submitting here-
with:

1. Communication from the Pur-
chasing Agent relative to the purchase
of land fee Oliver Castich Development
Company for Field Road widening.

2. Communication from the Pur-
chasing Agent relative to the purchase
of land from the University of Roch-
ester for Castleman Road opening.

3. Communication from the Pur-
chasing Agent relative to the purchase
of land from Houston Barnard for
North Goodman Street widening.

4. Communication from the Pur-
chasing Agent relative to the sale of
abandoned Erie Canal lands, rear of
Harvard Street, to H. Willis Reed.

5. Communication from the Com-
ptroller relative to borrowing \$100,000
for additional funds for lands acquired
in connection with Rapid Transit Sub-
way.

6. Communication from the Com-
ptroller relative to funds to pay salaries
for World War Relief Committee.

7. Communication from the Com-
missioner of Public Works approving
the type of pavement for certain
streets.

8. Communication from the Secre-
tary of City Planning Commission ap-
proving the width of walks and pave-
ments for certain streets.

9. Communication from the Com-
missioner of Public Works submitting
the application of the Marigold Restau-
rant Company requesting permission
to construct and maintain a marquee
with sign.

Respectfully submitted,
STEPHEN B. STORY,
City Manager.

Received, filed and published.

Bureau of Purchase and Supply,
August 17, 1928.

To the Council:
Gentlemen—I respectfully report that
pursuant to Final Ordinance No. 5885,
adopted by the Common Council on
the 24th day of August, 1928 (See
Page 311 of Common Council Pro-
ceedings for 1928) and amended on
the 22nd day of August, 1922 (See
Page 487 of Common Council Proceed-
ings for 1922) and also amended on
July 22, 1924, and on August 26, 1924
(See Pages 434 and 472 of Common
Council Proceedings for 1924) and on
June 2, 1925, and October 12, 1925,
(See Pages 352 and 634 of Common
Council Proceedings for 1925) for
Field Road widening (24th Ward); I
have negotiated with the Oliver Cas-
tich Development Company, Post Of-
fice address, New York, the owners of a
parcel of land known as the front 15.25
feet of Lots Nos. 182, 177, 176, 175,
174, 173, 172, 171, 170 of the Emerson
Street Heights Tract on the east side
of Mt. Reid Boulevard, having a total
length of 382.5 feet and I am able
to purchase this land for the sum of
\$725 and no less.

Respectfully submitted,
W. E. ANDREWS,
Purchasing Agent.

Referred to Finance Committee.

Bureau of Purchase and Supply,
August 14, 1928.

To the Council:
Gentlemen—I respectfully report
that pursuant to Final Ordinance No.
620, adopted by the Common Council
on the 28th of December, 1925, for
Castleman Road Opening, I have ne-
gotiated with the University of Roches-
ter, Post Office address, Rochester,
New York, the owner of a parcel of
land known as a portion of the west
half of Castleman Road, being about
1500.44 feet in length more or less;
and being about 30 feet in width as
shown on a map No. 73020 in the En-
gineer's Office and I am able to purchase
this land for the sum of \$1.00 and no
less.

Respectfully submitted,
W. E. ANDREWS,
Purchasing Agent.

Referred to Finance Committee.

Bureau of Purchase and Supply,
August 16, 1928.

To the Council:
Gentlemen—I respectfully report that
pursuant to Ordinance No. 25, adopted
by the Council on the 23rd of April,
1928, I have negotiated with Mr. Hous-
ton Barnard, Post Office address, 859
Powers Building, Rochester, New York,
the owner of a parcel of land known as
the front 5 feet of the north portion of
Lot 16 of the Mary M. Minges Sub-
division, on the east side of Goodman
Street North, having a length of about
12.72 feet and I am able to purchase
this real estate for the sum of
\$75.00 and no less, subject to the
rights of the lessors.

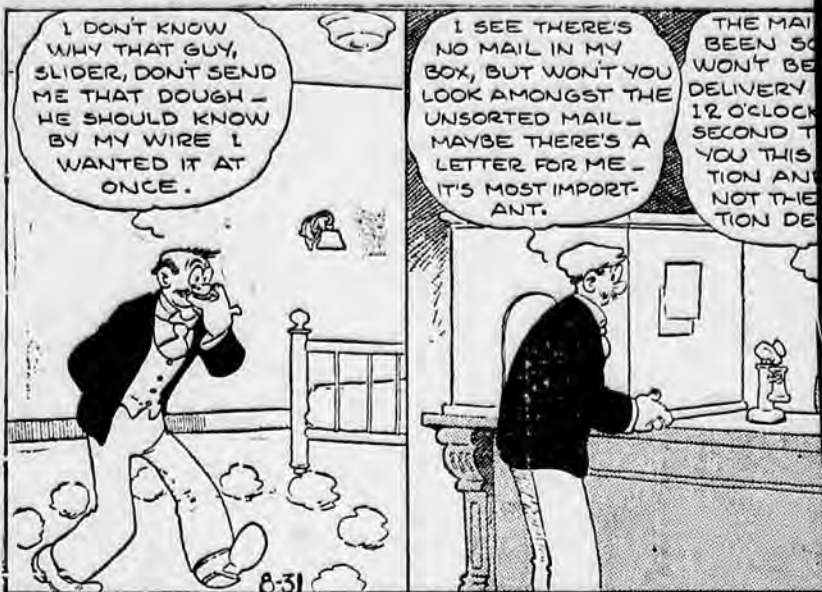
The acquisition of this property by
the City involves the reconstruction
of a portion of the building located on
the property to be acquired.

Respectfully submitted,
W. E. ANDREWS,
Purchasing Agent.

Referred to Finance Committee.

Continued on Page 32, Column 1

THE NEBBS



SKIPPY



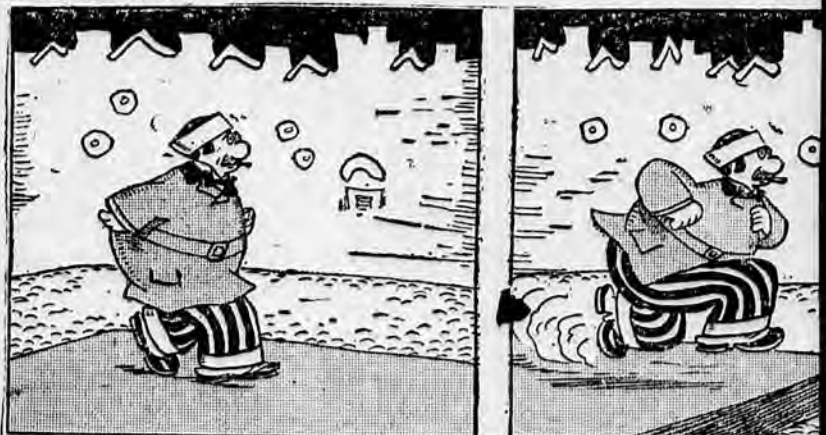
POLLY AND HER PALS



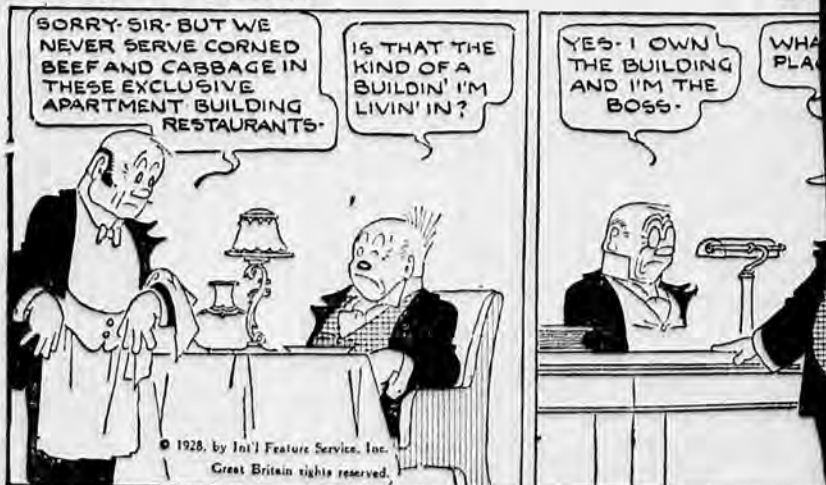
TILLIE THE TOILER

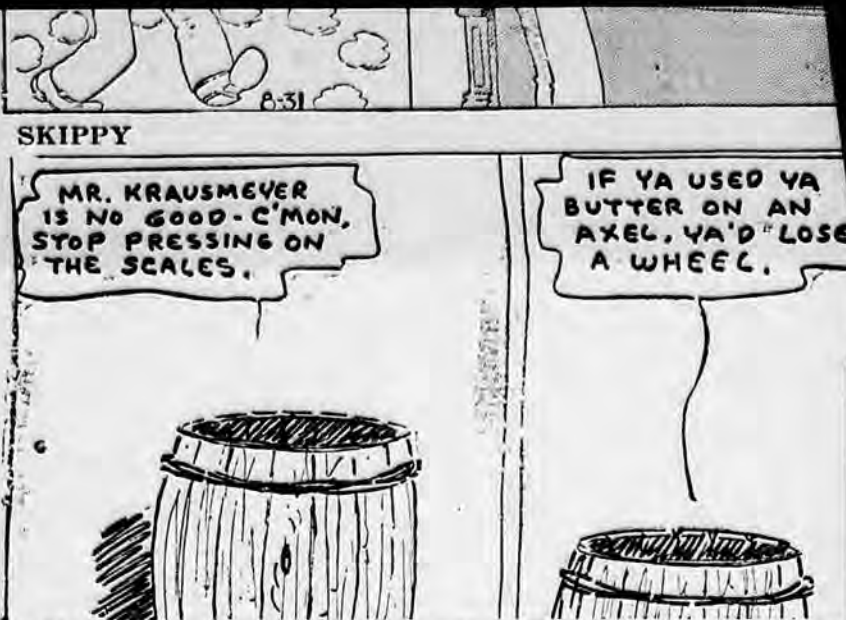


ABIE THE AGENT



BRINGING UP FATHER

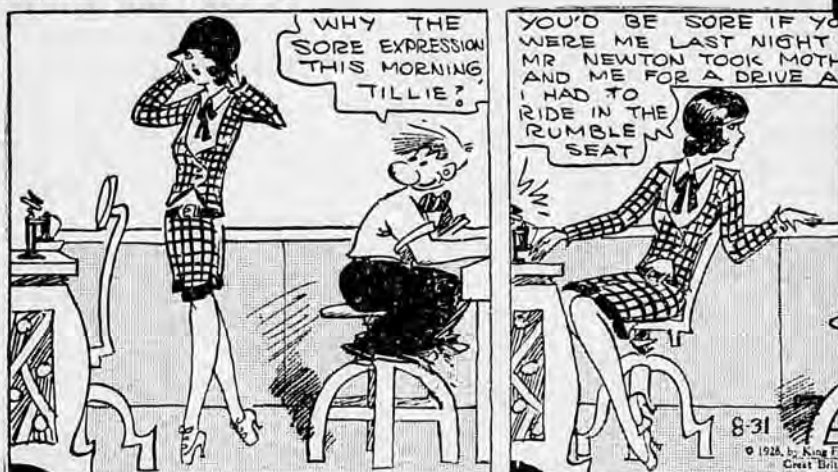




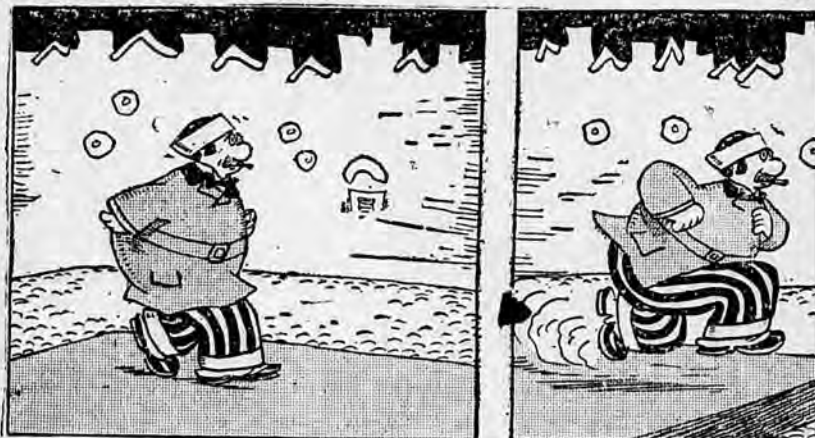
POLLY AND HER PALS



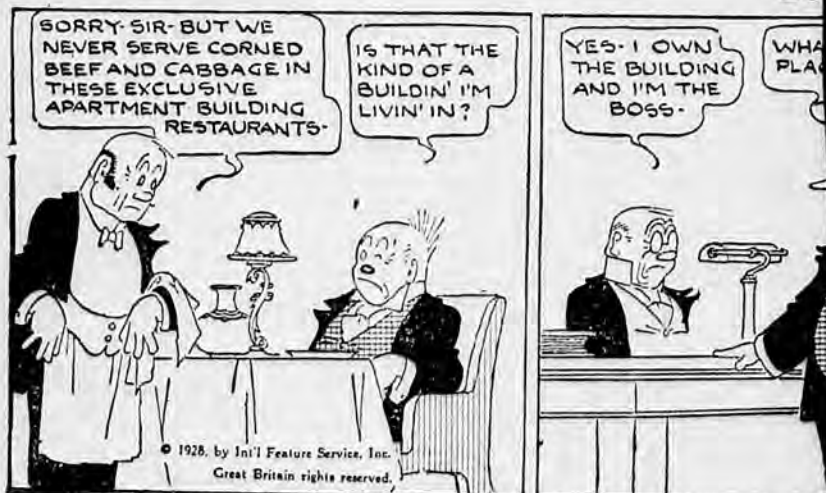
TILLIE THE TOILER



ABIE THE AGENT



BRINGING UP FATHER



END OF BOOK